

Report No. 3201 (Barrow)

$\frac{1}{2}$ Girth 18.75
 $\frac{1}{2}$ Beam 11.00
 Depth 11.21
 ✓ 40.96

 101
 4096
 ✓ 40960
 418696

4.59 Breadths
 9.00 Depths

Frames $3 \times 2\frac{1}{2} \times 5\frac{1}{8}$ Spaced at 18" Centres
Reverse frames $2\frac{1}{2} \times 2\frac{1}{2} \times 4\frac{1}{8}$ to upper turn of Bridge
Bulkheads of $\frac{1}{4}$ " Plates Angle Iron $2\frac{1}{2} \times 2\frac{1}{2} \times 4\frac{1}{8}$
Floor Plates $12 \times 5\frac{1}{8}$
Rudder at Head $3\frac{1}{2}$ at Tail 2"

* Note Stanchions $2\frac{1}{2}$ " Ho -

Rider Plate $6\frac{1}{2} \times 7\frac{1}{6}$
 a. s. $3 \times 3 \times 6\frac{1}{6}$
 Centre Nelson $8\frac{1}{2} \times 7\frac{1}{6}$

6	Ceiling 2½ Rich Pine	
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Floors $12 \times 5\frac{1}{6}$

Local Pins $3' 0'' \times 3 \times 2\frac{1}{2} \times 5/16$

Carboard 36" x 1/16 to 6/16

Keel $6\frac{3}{4} \times 1\frac{1}{4}$
stem & stern post $6 \times 1\frac{1}{4}$

Scale $\frac{3}{4}"$ - one foot

IRON 525 - 0059

D. NOBLE & COY.,
SHIPBUILDERS,
BARROW IN FURNESS.

13th April 77