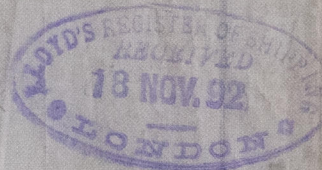
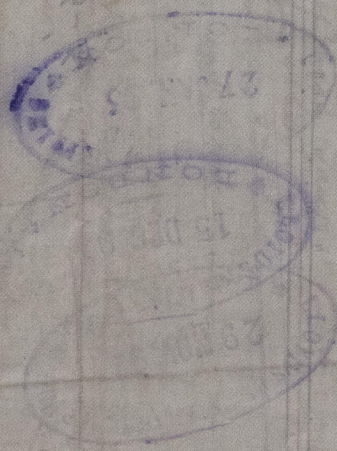
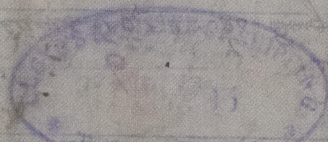
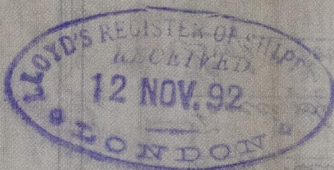


Bkn. "La Vigueria"
Lth. Rept. No. 7233



LTH 563-0084

15.11.92
19.11.92
30.11.92
27.1.93

MIDSHIP SECTION STEEL BARQUENTINE N° 179

"La Viguera" Lth. Rept. N° 7233

DIMENSIONS 166.0 x 31.0 x 15.10 ML.

SCALE 1/2" PER ONE FOOT

Anchors and Chains

one Bower	Ex Stock	18 Cwt.
one Do.		18 Cwt.
one Do.		15 1/2 Cwt.
one Stream		6 1/2 Cwt.
one Kedg.		3 1/4 Cwt.
one Do.		1 1/2 Cwt.

HALF GIRTH 28.92

HALF BREADTH 15.50

DEPTH 16.50

PROPORTIONS

DEPTHS IN LENGTH 9.99

BREADTHS IN LENGTH 5.31

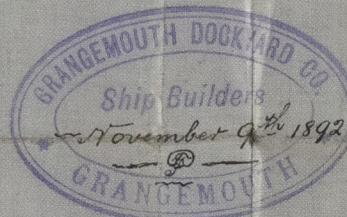
60.92 x 164.875 = 10044.185 + 1/15 = 10713.797

F.N.

P.N.

E.N.

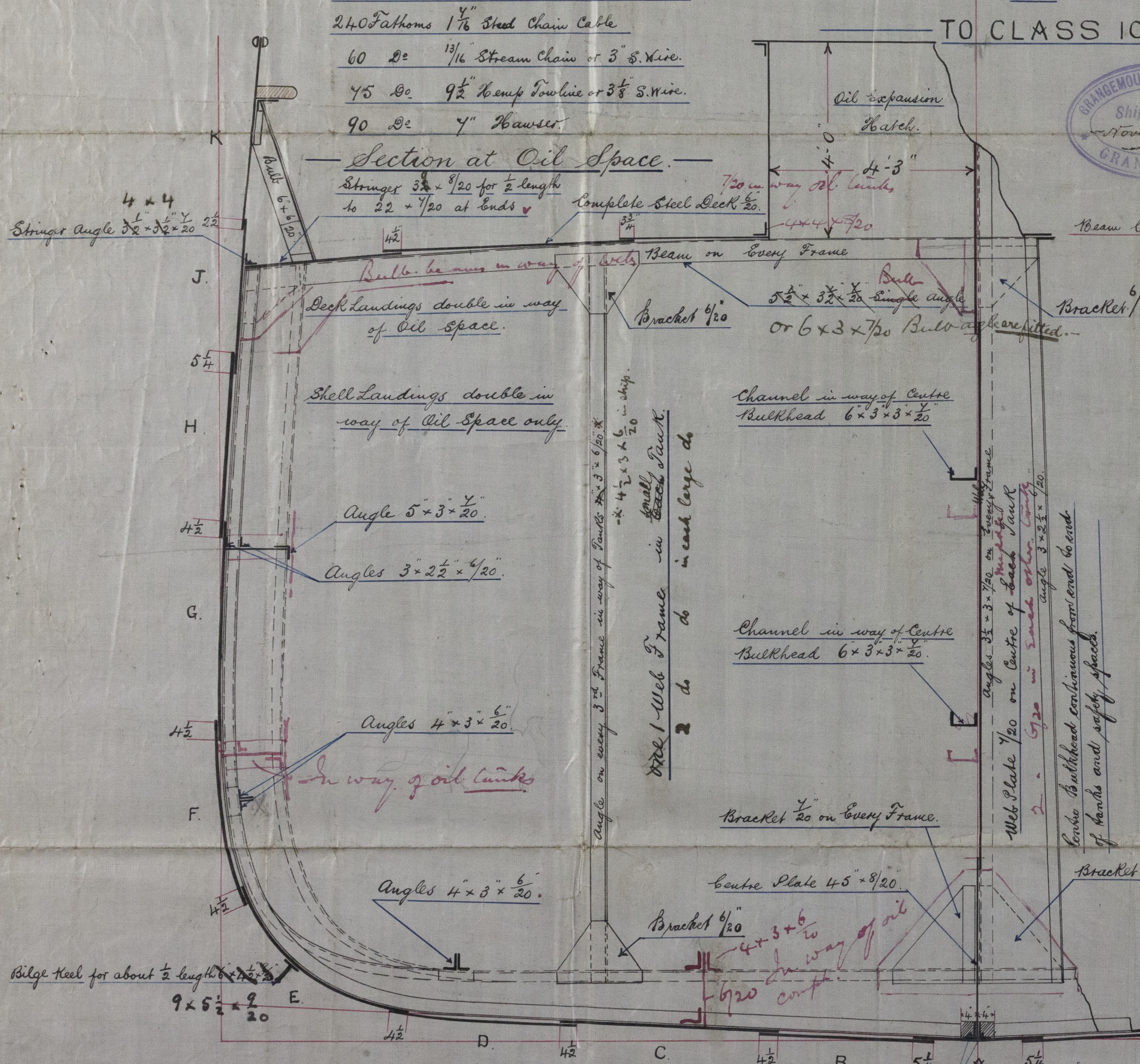
TO CLASS 100 A.1 AT LLOYDS



240 Fathoms 1 1/2" Steel Chain Cable

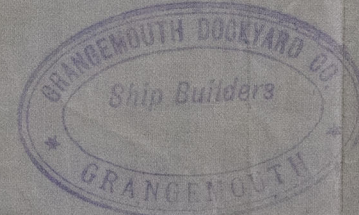
60 Do.	1 1/2" Stream Chain or 3" S. Wire.
75 Do.	9 1/2" Hemp Towline or 3 1/2" S. Wire.
90 Do.	7" Hawser.

Section at Oil Space.

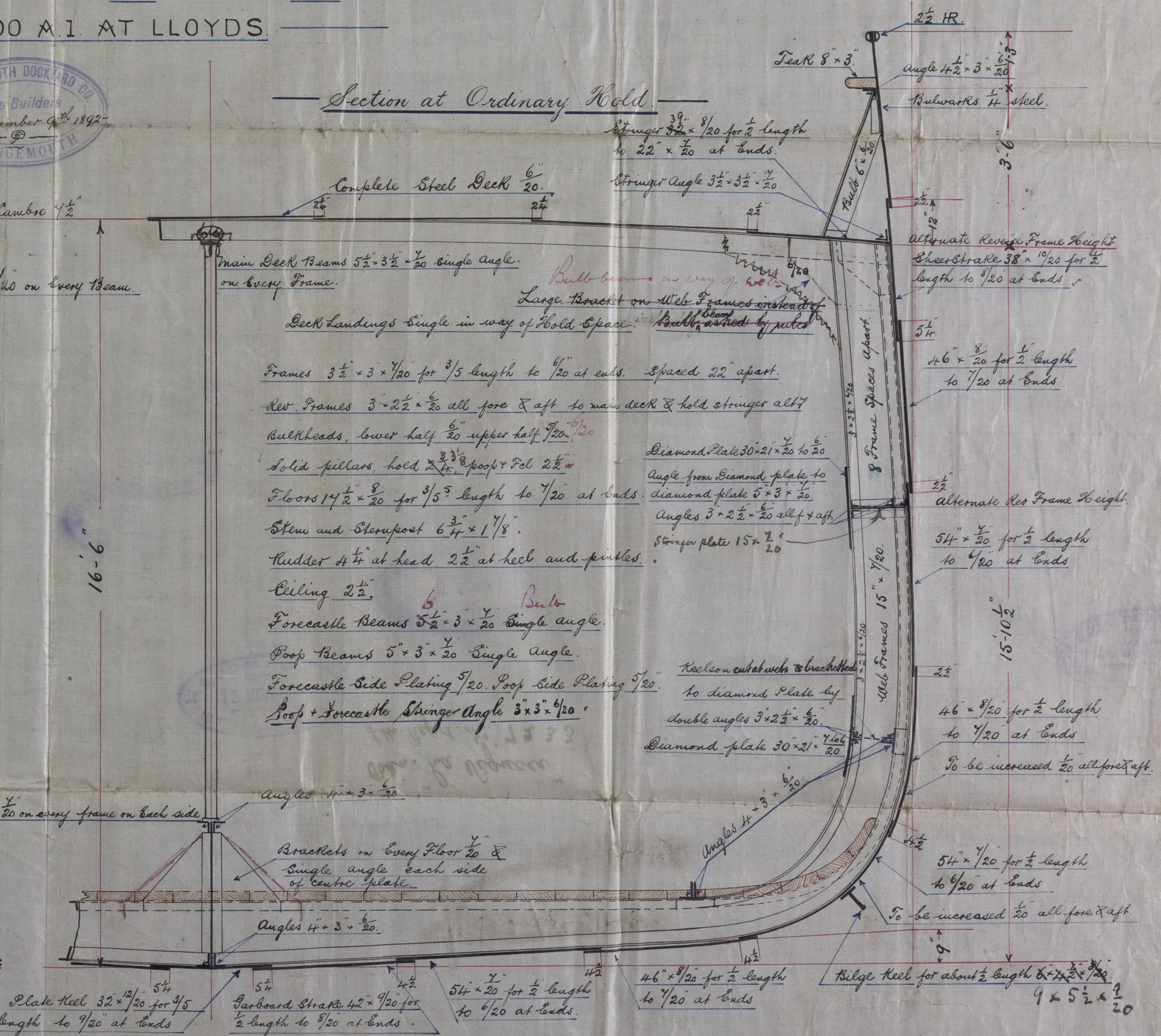


Riveting in Oil Space.

Oil Tight Riveting generally to be one 3/4" closer than ordinary riveting. Shell landings to have one rivet more than 'Butts' in each row in each frame space. Two holes in landing through frames. Butts of Keel plate + Sheerstrake to be outside + inside strapped as per rule for double straps in way of oil space only. Oil Bulkhead, now has angle 4 x 3 x 1/20 and double stagger riveted. Rivets in Butts of Shell + Stringer in way of oil counts 3 lines to C. Rivets thro frames + shell 6 diams. closer.



Section at Ordinary Hold.



Riveting in Ordinary Hold.

Butts of Keel plate + Sheerstrake to be ~~double~~ strapped. Remainder of shell lapped butts to be double riveted for 1/2 length amidships, and when over the normal breadth, elsewhere double riveted. Butts of Sheerstrake 2" thicker than plates they connect for 1/2 length and be double riveted. Butts of Keel plates for 1/2 length to be 2" thicker than plates + be double riveted. Main deck stringer overlapped + be double riveted for 1/2 length + double riveted at ends.

11/15/100.92.