

24	3	99
10	6	99
15	1	00
31	3	00
18	7	00

LENGTH B.P. 360-0 BREADTH EX. 48-0 DEPTH MLD 30-10 TO SPAN D.K.

TO CLASS 100A.1 AT LLOYDS "SPAR DECK."

SCALE: $\frac{1}{2}$ " = ONE FOOT.

LLOYDS DIMENSIONS

LENGTH FROM AFTER SIDE OF STEM TO FORE SIDE OF STERNPOST 357'-7" on line of spar BK

BREADTH MOULDED 47' 9"

DEPTH TO SKIN ASSUMING $11\frac{1}{2}$ ROUND UP OF BEAM [TO MAIN DECK] 23-10

14.99 DEPTHS TO LENGTH [MAIN DECK]

NUMERALS

NUMERALS.
1/2 GIRTH. 43.27.

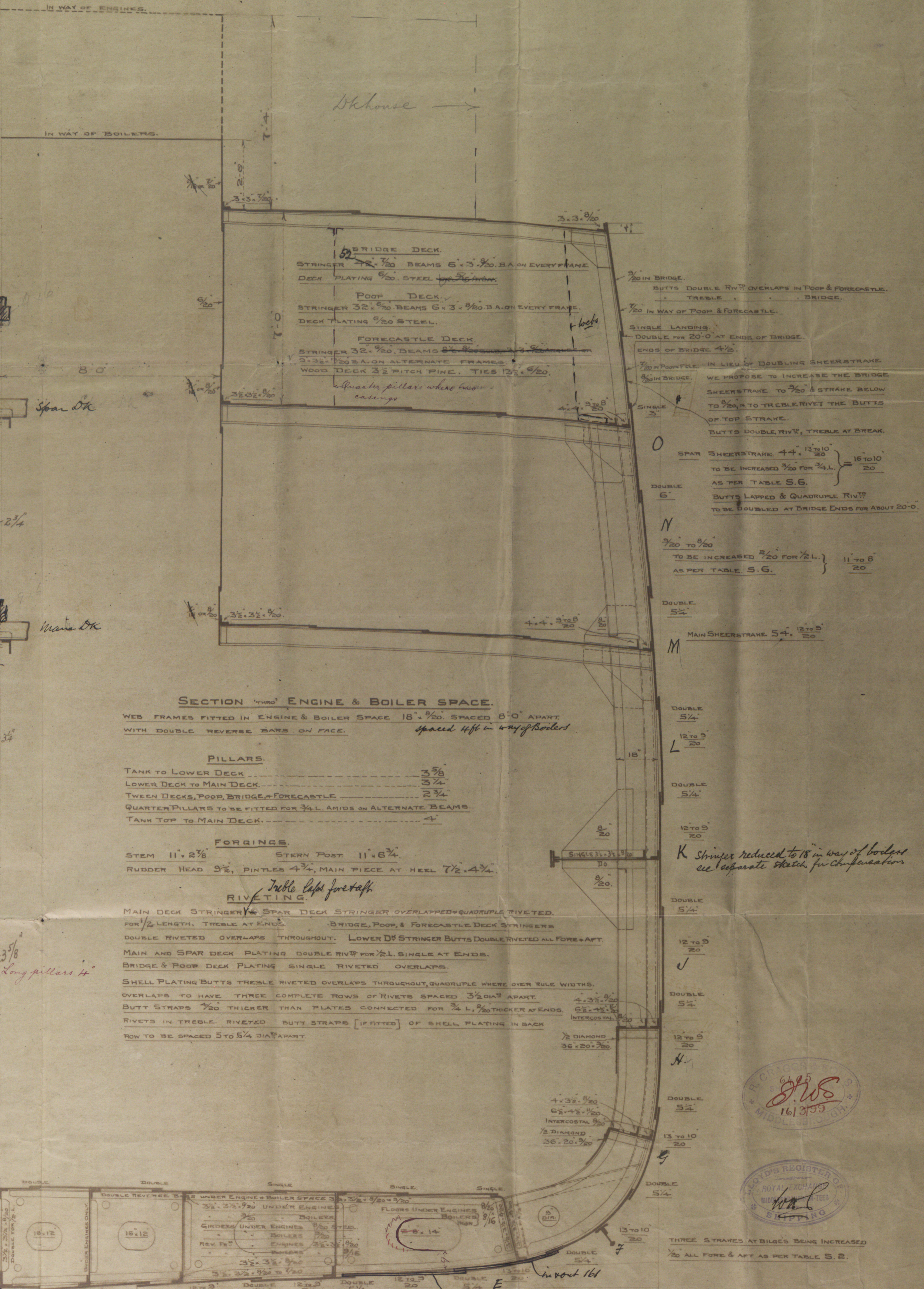
1/2 BREADTH 23.87

DEPTH 23.84

$$157 \text{ N}^{\circ} 90.98 \times 357.58 = 32532.62$$

SCANTLING GRADES 85-91 AND 31200-33900

EQUIPMENT NO. 40422 GRADES 39600-43600.



SECTION 'THRO' ENGINE & BOILER SPACE.

WEB FRAMES FITTED IN ENGINE & BOILER SPACE 18" \times $\frac{9}{16}$ " SPACED 8'-0" APART.
WITH DOUBLE REVERSE BARS ON FACE. *Spaced 4 ft in way of Boiler*

PILLARS

TANK TO LOWER DECK	3 5/8
LOWER DECK TO MAIN DECK	3 1/4
TWEEN DECKS, POOP, BRIDGE & FORECASTLE	2 3/4
QUARTER PILLARS TO BE FITTED FOR 3/4 L. AMIDS ON ALTERNATE BEAMS	
TANK TOP TO MAIN DECK.	4

FORGING

STEM $11 \times 2\frac{7}{8}$ STERN POST $11 \times 6\frac{3}{4}$
 RUDDER HEAD $9\frac{1}{2}$, PINTLES $4\frac{3}{4}$, MAIN PIECE AT HEEL $7\frac{1}{2} \times 4\frac{3}{4}$

note
BUTLER

MAIN DECK STRINGERS & SPAR DECK STRINGER OVERLAPPED & QUADRUPLE RIVETED.
FOR 1/2 LENGTH, TREBLE AT ENDS. BRIDGE, POOP, & FORECASTLE DECK STRINGERS
DOUBLE RIVETED OVERLAPS THROUGHOUT. LOWER DECK STRINGERS DOUBLE RIVETED ALL FORE & AFT.
MAIN AND SPAR DECK PLATING DOUBLE RIVETED FOR 1/2, SINGLE AT ENDS.
BRIDGE & POOP DECK PLATING SINGLE RIVETED OVERLAPS.
SHELL PLATING BUTTS TREBLE RIVETED OVERLAPS THROUGHOUT, QUADRUPLE WHERE OVER RILE WIDTHS.
OVERLAPS TO HAVE THREE COMPLETE ROWS OF RIVETS SPACED 3/2 DIA. APART. 1 1/2 IN.
BUTT STRAPS 7/8" THICKER THAN PLATES CONNECTED FOR 1/2, 1/2" THICKER AT ENDS. 6 1/2 IN.
RIVETS IN TREBLE RIVETED BUTT STRAPS [IF FITTED] OF SHELL PLATING IN BACK INTERSECT
ROW TO BE SPACED TO 5/4 DIA. APART. 7 1/2 DIA.

DOUBLE	SINGLE	SINGLE	SINGLE
REVERSE GEAR UNDER ENGINE - BOILER SPACE		$\frac{3}{8} \times \frac{3}{8} \times 20$	
$\frac{3}{8} \times \frac{3}{8} \times 20$	UNDER ENGINE	FLOOR UNDER ENGINE	$\frac{8}{16} \times \frac{1}{2}$
$\frac{3}{8}$	BOILERS	BOILERS	$\frac{9}{16} \times \frac{1}{2}$

[illegible]

DOUBLE 18.9' DOUBLE 12.9' DOUBLE 18.1' DOUBLE 18.1' E
20' B 5/4 C 5/4 D 5/4
15 12
20 20
in/out 161
REDUCED 1/20 UNDER TANK WHEN 11 1/2" THICK OR ABOVE

KEEL OUTSIDE 161
" INSIDE - 164

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some minor creases and discoloration, characteristic of old paper. The left edge of the page is bound, showing the stitching and the inner cover material. The overall tone is warm and historical.

R. CRAGGS & SONS.

SHIPBUILDERS & REPAIRERS.

TEES DOCKYARD.

MIDDLESBROUGH-on-TEES.

48
24.3 79

NOTE:- IN LIEU OF FITTING DOUBLING TO KEEL PLATE AS REQUIRED BY RULE WE PROPOSE THE FOLLOWING VIZ; TO INCREASE PLAT PLATE KEEL $\frac{3}{16}$ " FOR $\frac{1}{2}$ " L. GANBOARDS $\frac{3}{16}$ " FOR $\frac{1}{2}$ " L, AND CENTRE GIRDER $\frac{1}{2}$ " FOR $\frac{1}{2}$ " L.

- Keel outside 161
" inside - 164

N^o 161 & 164

NIDB765-0170

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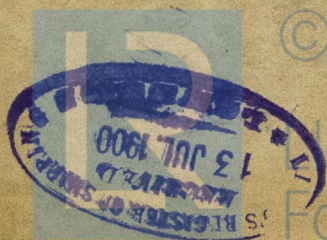
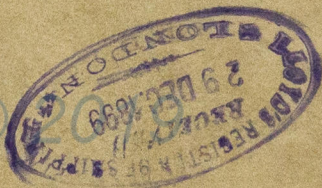
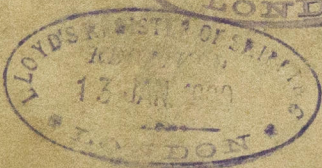
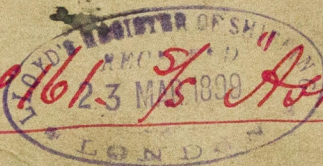
No 161 & 164

Midship Section

25/3/99

No 161 & 164 Askehall

Yd Report No 2838



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