

Scale $\frac{1}{2}$ Inch = 1 foot

Diagram illustrating the hull structure and components:

- Clumings $\frac{7}{16}$** : Points to the upper longitudinal structural member.
- 5 x 4 x $\frac{9}{16}$** : Dimension for the upper longitudinal member.
- Broad flange horizontal**: Points to the horizontal structural member.
- Iron Deck $\frac{7}{16}$ in way of Hatchways**: Points to the deck area.
- Half Beam**: Points to the lower longitudinal structural member.
- Plating Boards**: Points to the diagonal structural member.
- 10' - 6"**: Dimension for the length of the half beam.
- 1' 6"**: Dimension for the width of the half beam.
- 1' 6"**: Dimension for the width of the plating boards.
- 1' 6"**: Dimension for the width of the half beam.
- 1' 6"**: Dimension for the width of the plating boards.

Plan

$\frac{1}{2}$ Width 29.33 ✓
 $\frac{1}{2}$ Breadth 15.90 ✓
 Depth $\frac{17.41}{62.64} = 1^{\text{st}} \text{ No.} \frac{224.1}{14037} = 2^{\text{nd}} \text{ No.}$ ✓
 $15440 = 2^{\text{nd}} \text{ No.}$ ✓

7.04 Breadth & 12.86 Depth to Length
Class 100 A1

Ortzeit

2 Bower Anchors	Ex Stock	21 Cwts	✓
1 "	"	18	✓
1 Stream	"	7 1/4	✓
1 Kedge	"	3 1/2	✓
1 do	"	1 1/4	✓
240 Fms	Chain Cable	18 1/2	✓
75 "	Stream Chain	15 1/6	✓
90 "	Towline	10"	✓
90 "	Steel Hawser	2 7/8	} Dixon Corbett & Spencer's Crucible Steel
90 "	"	1 3/4	

Frames $4 \times 3 \times \frac{1}{4}$ for $\frac{3}{4}$ Lth, $4 \times 3 \times \frac{1}{4}$ at ends ✓ Spaced 23" int
Per ~ $3 \times 3 \times \frac{1}{4}$ to Main & Lower Transoms Alternately, Single
with $3 \times 3 \times \frac{1}{4}$ Lugs to connect Engine Seating ✓
Stempost $7 \times 4 \times \frac{1}{4}$ ✓ Stern $7 \times 4 \times 2 \frac{1}{8}$ ✓
Rudder $5 \times 4 \times 3$ ✓
Bulkheads $\frac{1}{4} \times 7 \frac{1}{4}$ ✓

Solid floors $\frac{1}{8}$ " spaced every 9th frame
Bracket $\frac{5}{16}$ " " 3rd "
Floors & Girders $\frac{1}{4}$ " thick in Engine & Boiler space

all you and aft.

Continuous Angles on No. Intyret principle
 $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{1}{4}$. Bracket knees on every frame

~~Centre Knot at unbracketed frames~~

Heel $\frac{1}{4} \times 2 \frac{5}{8}$

S. P. AUSTIN & SONS
12 Oct 1880
IRON & STEEL SHIPBUILDERS
AND
REPAIRERS
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