

S. P. AUSTIN & SON
IRON & STEEL SHIPBUILDERS
AND
REPAIRERS
SUNDERLAND

Scale $\frac{1}{2}'' = 1 \text{ Foot}$

"Dumail" Std Report No 13,350.

Section in way of Main Deck
Shewing Bridge

Section in way of Raised Quarter Deck.

Angle Beams $5\frac{1}{2} \times 3 \times 7/16$ if under 30 ft amidships

$3 \times 3 \times 4/16$
 $6 \times 3 \times 8/16$ See from

alternate
reverse bar

Cuffit

Diamond face plate

Bower anchor Ex Stock

18 Cuts

78 .

15 1/4 "

 $6\frac{1}{2}$ "

3 4

$$\frac{1}{2}$$

✓ 240 Fathoms chain laid.

15/16 in

- 60 " Stream Chain

9 1/2

✓ 90 " Towline

 $7\frac{1}{2} \cdot \{$

90 " ,

5 1/2 "

90 . "

Diamond
Face Plate

as in N^o 38

Bracket Floors at alternate frames

Numerals

$\frac{1}{2}$ Breadth — $15.42 = 6.94$ to Lth

Depth — 16.58 = 12.91 to Lth

$\frac{1}{2}$ Gerth. — 28.60

60.60 = First No.
2121

12974 = Second.

14271 Equipt. No

21

class 100 A. Lloyds

Iron Deck $\frac{1}{16}$ & $\frac{7}{16}$ at sides of Hatchways

Angle Beams on every frame $5\frac{1}{2} \times 3 \times \frac{7}{16}$ Hatch and Bea

$3 \times 3 \times \frac{8}{16}$ $6 \times 3 \times \frac{8}{16}$ Tee Iron

Frames $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{1}{4}$ for 35 Lth $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{1}{4}$ at ends spaced 22" apart
Reverse Frames $3\frac{1}{2} \times 2\frac{1}{2} \times \frac{1}{4}$ to Pin or Break & ~~22"~~ stringer alternately, single
Bar in Engine & Boiler space $5 \times 3\frac{1}{2} \times \frac{1}{4}$ with $3 \times 3\frac{1}{2} \times \frac{1}{4}$ lugs to connect Engine Seating
Stern $7 \times 2\frac{3}{8}$ Stern post $7 \times 4\frac{3}{4}$
Rudder Head $3" \times 4\frac{1}{2} \times 3"$
Bulk head $7\frac{1}{4}$

Bracket Floors $\frac{5}{16}$ Spaced 2 Frames apart

Frames extending from Bulge to Bulge in one Length

Double Bottom $\frac{6}{16}$

Flange Plate $7/16$

$\frac{1}{2}$ lb for $\frac{1}{2}$ Lb. $\frac{1}{2}$ lb at ends being reduced
in consideration of Tank Long & Ridge Keel
Bulls be be riveted for $\frac{1}{2}$ Lb

22/11/82
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Lloyd's Register
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