

LLOYDS DIMENSIONS.

LENGTH	374.16'
BREADTH MLD	52.00'
DEPTH TO MAIN DECK	21.06'
" " SPAR "	29.04'

LLOYDS NUMERALS

$\frac{1}{2}$ GIRTH	43.40 ^v
$\frac{1}{2}$ BREADTH	26.00 ^v
DEPTH	21.06 ^j

1.	11.	05
18.	12.	05
27.	12.	05
9.	8.	06
14.	8.	06
15.	8.	06
21.	9.	06
15.	10.	06
2.	11.	06
7.	11.	06

NUMERALS. DEPTH TO LGTH SPIN. DR. 12.814
43.40' -DO MAIN DR. 17.76'
26.00'
21.06'
90.46' 85/91 GRADES I
574.16
33846.51 312/33900 GRADES V
372+1 = 3 DR. NUMERALS

CLASS 100 A1 LLOYDS SPAR DE

SCALE $\frac{1}{2}'' = 1.F.T.$

E RECTIONS

POOP	$21.08 \times 7.0 =$	189.56
BRIDGE	$92.00 \times 7.5 =$	690.00
FORECASTLE	$41.08 \times 7.0 =$	287.56
		<hr/> 1167.12
		<hr/> 583.56
		<hr/> 1750.68

EQUIPMENT —

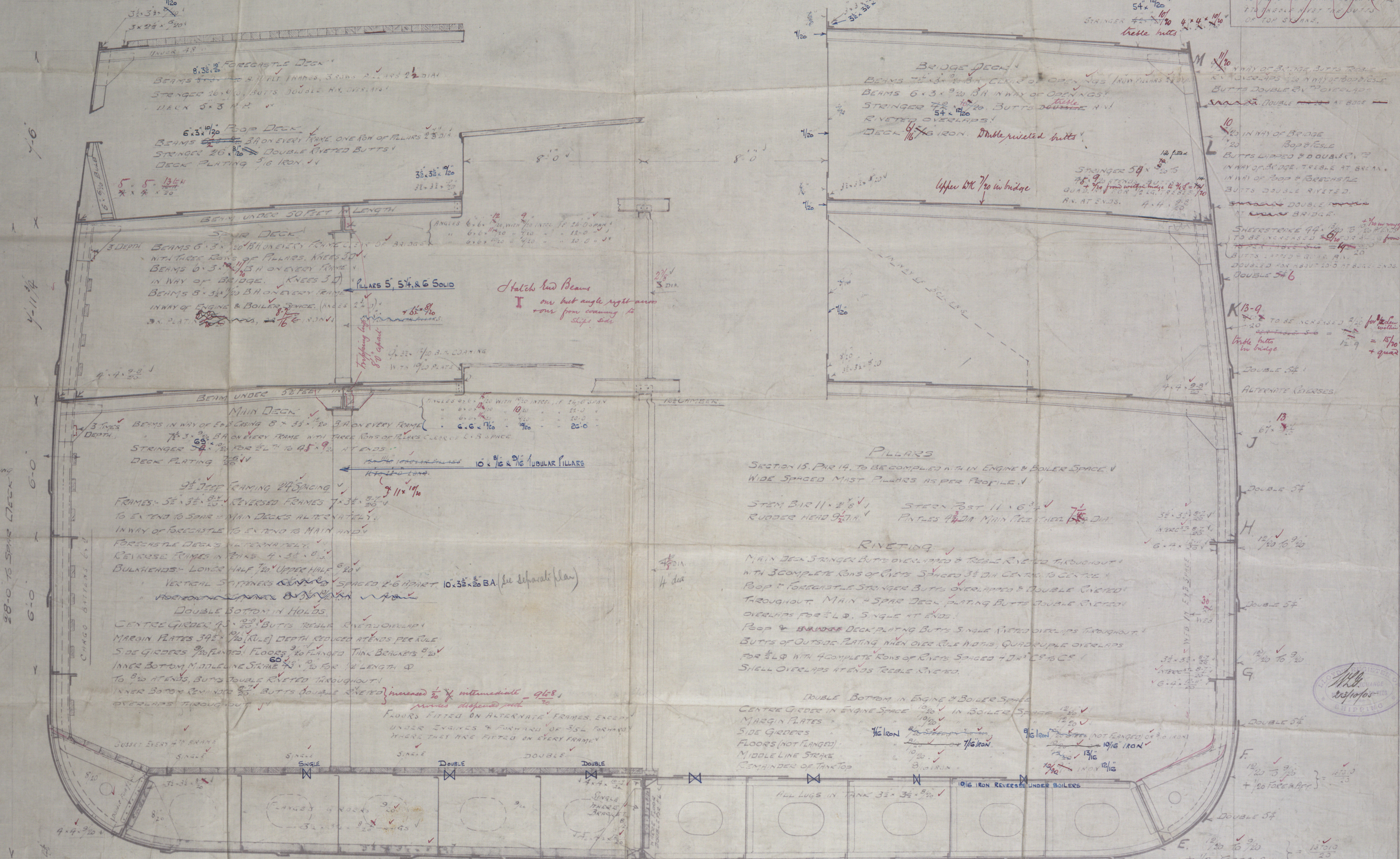
2 BOXES	56 1/2	CHS.	STAPLES	
1	4 1/2	"	"	"
1	STREHM	15	"	ELIGION
1	KUDGE	62	"	"
270	EMS.	2 1/2	SILD	CHAIN
STAPLER	TONLINE	HÄNDEL	S	HÄRPS
ASPER	TABLE	22	"	"

1824.30 ✓ ERECTIONS
EQUIP. NO. 41649.59 GRADES 394/42800

ERECTIIONS 1750.68
EQUIP^{MT} N^O 41576.20

DES $\frac{394}{42800}$

NOTE:- IN LIEU OF DOUBLING
STRENGTH, WE WOULD TO
INCREASE THE BRIDGE STRENGTH
TO 90% & THE STAKE BEING TO 8.25
TO HANDLE THE LOADS
OF TOP STAKE.



SECTION 15, PAR 14, TO BE COMPLIED WITH IN ENGINE & BOILER SPACE. V
WIDE SPACED MAST PILLARS AS PER PROFILE. V V

STEM BAR 11.2¹/₈ ✓
RUDDER HEAD 9¹/₂ DIA. ✓

RIVETING ✓
MAIN DECK STRINGER BUTTS OVERLAPPED & TRIPLE RIVETED THROUGHOUT
WITH 3 COMPLETE ROWS OF RIVETS SPACED 35 DIA CENTRE TO CENTRE
POOP & FORECASTLE STRINGER BUTTS OVERLAPPED & DOUBLE RIVETED
THROUGHOUT. MAIN & SPAR DECK PLATING BUTTS DOUBLE RIVETED
OVERLAPS FOR $\frac{1}{2}$ L.P. SINGLE AT ENDS.
POOP & BRIDGE DECK PLATING BUTTS SINGLE RIVETED OVERLAPS THROUGHOUT
BUTTS OF OUTSIDE PLATING MEN OVER BOARD WITH QUADRUPLE OVERLAPS
FOR $\frac{1}{2}$ L.P. WITH 4 COMPLETE ROWS OF RIVETS SPACED 4 DIA C9 & C8.
SHELL OVERLAPS AT ENDS TRIPLE RIVETED.

DOUBLE BOTTOM IN ENGINE & BOILER SPACE

CENTRE GIRDER IN ENGINE SPACE $\frac{1}{20}$ ✓ IN BOILER SPACE $\frac{12}{20}$ ✓

MARGIN PLATES $\frac{10}{20}$ ✓ $\frac{12}{20}$ ✓

SIDE GIRDERS $\frac{1}{16}$ IRON ~~STEEL~~ ✓ $\frac{9}{16}$ IRON ~~STEEL~~ (NOT E) ✓

FLOORS (NOT PLATING) $\frac{10}{20}$ ✓ $\frac{1}{16}$ IRON ✓ $\frac{13}{16}$ ✓

MIDDLE LINE STEAK $\frac{10}{20}$ ✓ $\frac{12}{20}$ ✓

REMAINDER OF THK TOP $\frac{10}{20}$ ✓ $\frac{12}{20}$ ✓

NOTE - B & C STRAKES OF SHELL TO MAINTAIN MIDSHIP THICKNESS TO COLLISION BULKHEAD. FRAME BOTTOMS DOUBLED TO $\frac{3}{8}$ " PL. RE. & INTERCOSTAL GIRDERS CARRIED IS FAR FORWARD AS PRACTICABLE.

R. CRAGGS & SONS LTD.
TEES DOCKYARD,
MIDDLESBROUGH.

KEL-8 = 70 FOR 3%
To 13 AT ENDS + 70
FOR BLY IN VIEW OF
DOUBLING = 30
 $\frac{1}{2} \times 1 = 1$

A

DOUBLE 12' 9" 10' 12'
5#

B

DOUBLE 12' 9" 10' 12'
5#

C

DOUBLE 12' 9" 10' 12'
5#

+ 1/20 FOR RAFT = 5#

D

DOUBLE 12' 9" 10' 12'
5#

E

ALL ANGLES IN DOUBLE BOTTOM IN BOILER ROOM (EXCEPT THOSE ATTACHED TO OUTSIDE PLATING) TO BE 3 1/2 - 5 1/2 % IN ENGINE SPACE 3 1/2 - 5 1/2 %

13412
20/10/05
J.S.G.

211, 212, & 218

R. Craggs & Sons Ltd

S. S. Nos 211-12-18

Midship Section.

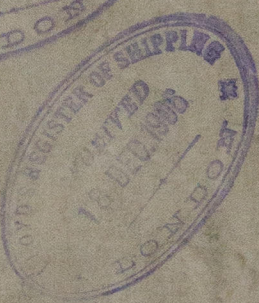
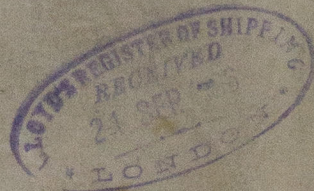
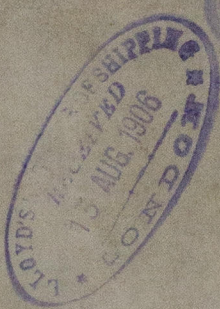
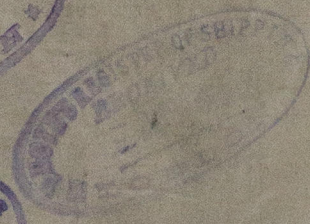
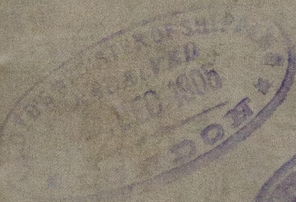
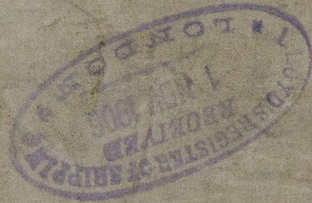
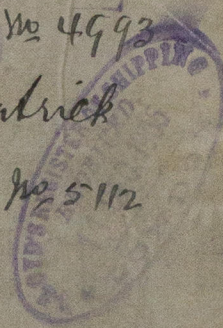
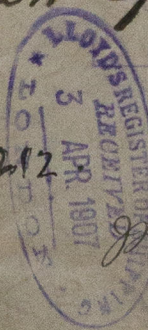
~~Fitzpatrick~~ 741

211- Sps Fitzclarence

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212- sp Fitzpatrick

Indb report No 5112



W100-0050

