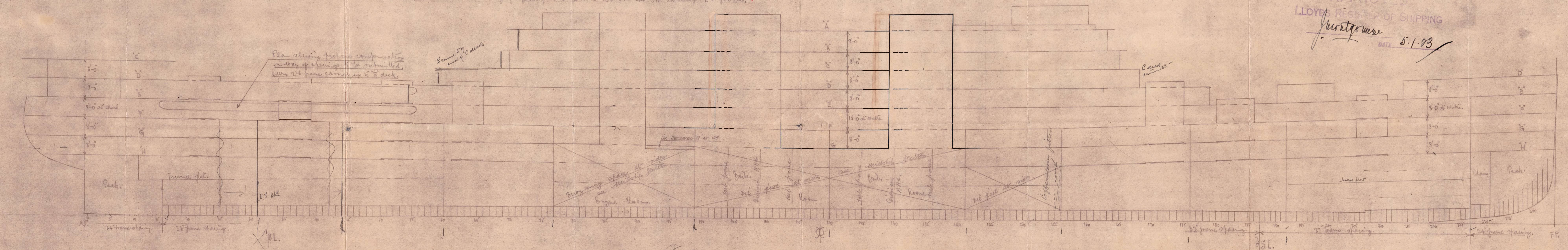
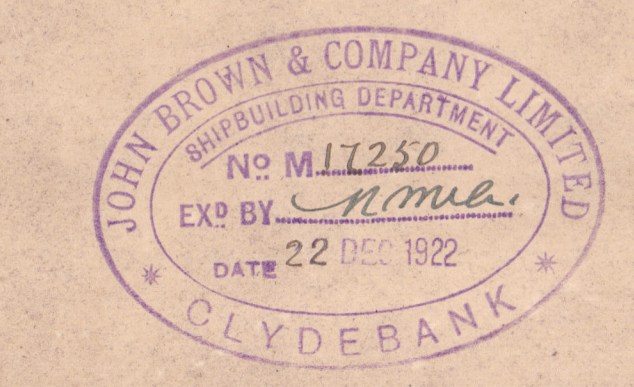


- Framing.
- Peaks, 10 x 3 1/2 x 48 B.M.
 - Holds, fore 3 1/2 L. 12 x 3 1/2 x 48 B.M. 1/2 H deck.
 - " above 1 1/2 L. clear E & B. + Tunnel flat, 12 x 3 1/2 x 48 B.M. 1/2 H deck.
 - " above tunnel flat, 11 x 3 1/2 x 48 B.M. 1/2 H deck.
 - " in Boiler Room, 12 x 3 1/2 x 60 B.M. 1/2 G deck, with division heads + ducts as shown.
 - " " Engine " 10 x 3 1/2 x 50 B.M. 1/2 G deck (see section).
 - * Inward for H & F deck clear 1 1/2 L. + G & F in way E & B 10 x 3 1/2 x 44 B.M. scuffed 30° to main frame.
 - " " H & F fore 1 1/2 L. clear of hole 10 x 3 1/2 x 48 B.M. scuffed 30° to main frame.
 - " " above H in way of hole 10 x 3 1/2 x 48 to D & F alternately with 8 x 3 1/2 x 48 angle in immediate scuffed 30° to main frame respectively.
 - * " " F & C D & E clear of hole + opening in ship side, 8 x 3 1/2 x 44 angle, scuffed 30° to frame under, with sub. of and about 30° apart, over bulk under.
 - Plan of framing below Tunnel flat to be submitted.
 - * F & E deck in way of opening in ship side 10 x 3 1/2 x 44 B.M. on every 2nd frame.



M^o 500.
 FRAMING PLAN.
 Scale 1/16" = One foot.

APPROVED
 LLOYD'S REGISTER OF SHIPPING
 J. Montgomerie
 DATE 5.1.23



5.5.500—

Fanning Plan—

John Brown & Co.

(Profile)

GLASGOW REPORT No 44328

J. A. A. Cronsey

W107-0019



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Lloyd's Register
Foundation