

26. 10. 04
17. 1. 05
19. 1. 05
20. 2. 05
3. 5. 05

— N^o 229^S_S —

LENGTH B.P. ----- 195-0
BREADTH EXT ----- 32-0
DEPTH, MID ----- 15-8

CLASS 100.A.I. LLOYDS
SCALE 1/2" = 1 FOOT

HATCH COAMINGS AT SIDES $\frac{8}{20}$
 " " ENDS $\frac{1}{20}$
 HATCH DIVISIONS $\frac{7}{20}$

HATCH AND RE
PROPORTIONS
DEPTHS TO LENGTH -- 11.89
BREADTHS " " 6.1

NUMERALS

$\frac{1}{2}$ GIRTH	-----	29.5
DEPTH	----	16.29
$\frac{1}{2}$ BREADTH	---	15.87

See 1st Entry Report
for slightly altered
numerals R. 6.

$$61.66 \times 193.83 = 11951$$

— ERECTIONS —

BRIDGE ---- 78-58
F.C.E ---- 22-75
101-33 $\times 7.12 = 1064$
141 = 7
SES 28-75 $\times 7.25 =$ ----- 208
Q. DK 47-92 $\times 4 \times 2 =$ ----- 384
11951


-EQUIPMENT NUMERAL = 13,748

1	BOWER	---	2 1/2	CENTS STOCKLESS
1	"	---	20	" "
1	"	---	19 1/2	" "
1	STREAM	---	5 3/4	EX STOCK
1	KEDGE	---	2 1/2	" "
210	FATHOMS	---	1 1/16	STUD CHAIN CABLE
60	"	---	3 1/2	STEEL WIRE
90	"	---	5	HEMP OR
90	"	---	5	STEEL WIRE
90	"	---	6	WARPS
90	"	---	3 1/2	" "
90	"	---	5	" "

" WEB IN ETB SPACE
18 ~~15~~ $\times \frac{7}{20}$.
+ FACE BAR $5\frac{1}{2} \times 3\frac{1}{2} \times \frac{8}{20}$.

PLATE $\frac{7.6}{20}$

$5\frac{1}{2} \times 5\frac{1}{2} \times \frac{9.8}{20}$

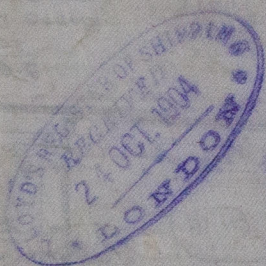
FRAMES IN WAY OF 
R.O.D.K: $6\frac{1}{2} \times 3 \times \frac{9.8}{20}$ BA.
23" ASBEST

NOTE: B + C STRAKES TO HAVE MIDSHIP THICKNESS
MAINTAINED FORWARD TO COLLISION B.H.

NOTE:- TANK FRAMES DOUBLED FROM MARGIN
PLATE TO MARGIN PLATE BETWEEN $\frac{3}{5}L$ FORWARD
& COLLISION BH

RIVETING:- BEFORE THE $\frac{3}{4}L$ THE RIVETS IN THE HANDING EDGES OF THE STRAKES OF PLATING FORMING THE FLAT OF THE BOTTOM TO BE SPACED NOT MORE THAN 4 DIAS APART CENTRE TO CENTRE. THE RIVETS IN THE PLATING + FRAMES IN WAY OF SAME TO BE SPACED NOT MORE THAN $5\frac{1}{2}$ DIAS APART, CENTRE TO CENTRE.

Midships Section
for
The Sunderland S.B. Co
No 229
J. S. CHR. GYLSTORFF
Now "EDNA"



Sld 7.8 No 22264



W1081-0234