



6-5-10

| ANCHORS AND CHAINS                 |                                      |                  |
|------------------------------------|--------------------------------------|------------------|
| EQUIPMENT                          | NUMBER                               | 15860            |
| 1 BOWER ANCHOR                     | 33-0-0                               | STOCKLESS        |
| 1 DO DO                            | 33-0-0                               | DO               |
| 1 DO DO                            | 28-0-0                               | DO               |
| COLLECTIVE                         |                                      | 94-0-0 STOCKLESS |
| 1 STREAM ANCHOR                    | 8-2-0                                | EX OF STOCK      |
| 1 KEEDGE DO                        | 4-2-0                                | DO DO            |
| 240 FMS OR 11/16" STUD CHAIN CABLE |                                      |                  |
| 75 DO                              | 11/16" STREAM CHAIN OR 4" STEEL WIRE |                  |
| 40 DO                              | 11 HEMP OR 3/8" STEEL WIRE TOWLINE   |                  |
| 2 OF 40 DO                         | 6 " 2 1/2 " HAWSER                   |                  |
| 2 OF 40 DO                         | 5 " 2 " WARP                         |                  |

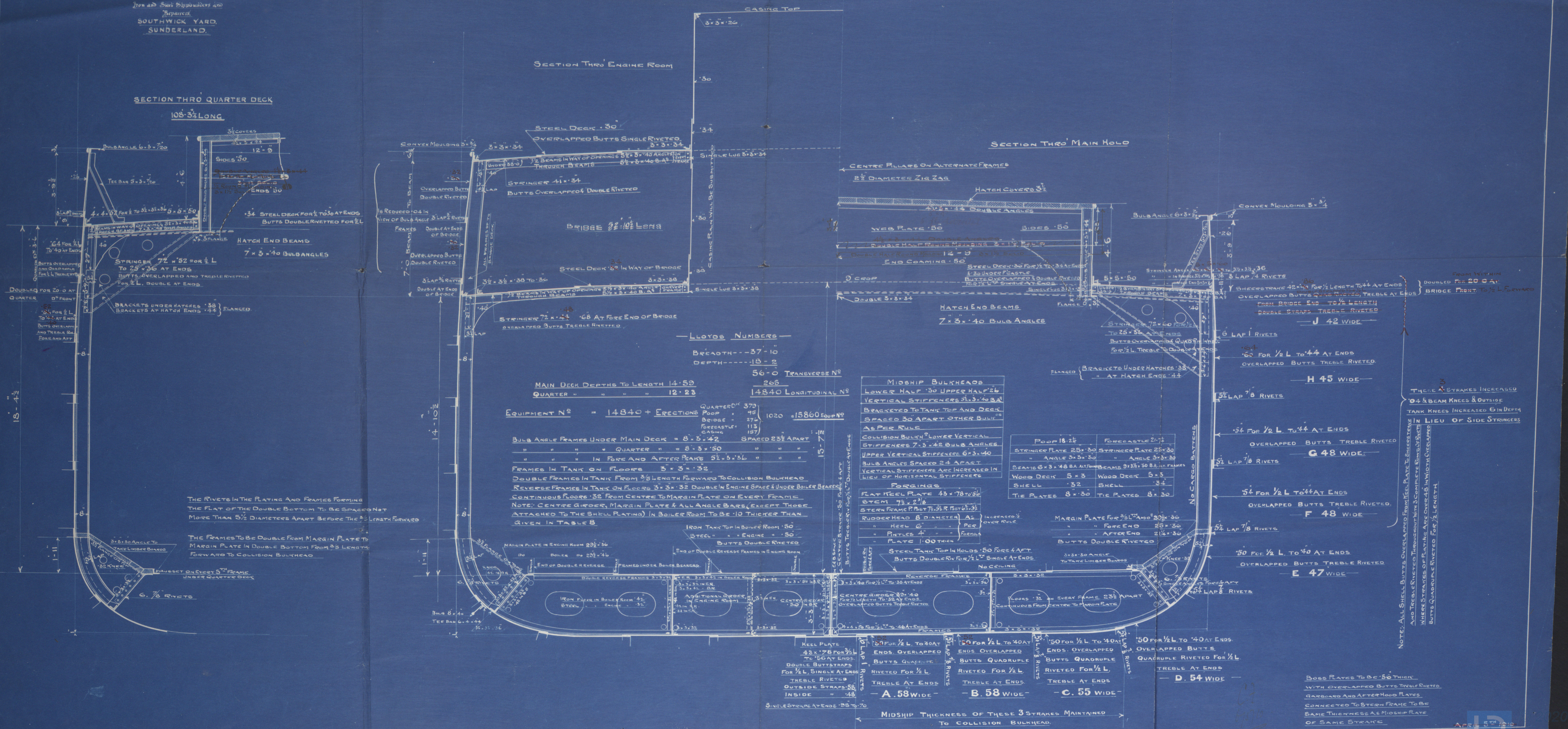
Current subject to be returned to shipowner

ROBERT THOMPSON & SONS LTD  
Iron and Steel Shipbuilders and  
Repairs  
SOUTHWICK YARD,  
SUNDERLAND.

# S.S. No 265 & 6 MIDSHIP SECTION

LENGTH B.P. 265-0  
BREADTH EXTREME 38-0  
BREADTH MOULDED 37-19  
DEPTH IN HOLD CELLULAR BOTTOM 15-7 1/2  
DEPTH MOULDED 18-2  
STEEL SCREW STEAMER  
CLASS 100A1 SINGLE DECK.  
SCALE 2-ONE FOOT  
RAISED QUARTER DECK

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NOTE: ALL SHELL BUTTS OVERLAPPED FROM FORE END TO STERN  
AND TREBLE RIVETED THROUGHOUT WITH 5 COMPLETE RINGS OF RIVETS  
WHERE STRAKES OF PLATING ARE OVER 48 IN WIDTH OVERLAPPED  
BUTTS QUADRUPLE RIVETED FOR 1/2 LENGTH

BOSS PLATES TO BE 5/8" THICK  
WITH OVERLAPPED BUTTS TREBLE RIVETED  
FORWARD AND AFTER HULL PLATES  
CONNECTED TO STERN FRAME TO BE  
SAME THICKNESS AS MIDSHIP PLATE  
OF SAME STRAKE

APRIL 5th 1910





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Mid-Section

no 266



J. Kirkwood

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