

SCALE $\frac{1}{2}'' = 1 \text{ FOOT}$

15/9/06

Dimensions

Buildings

Lloyds

Length between Decks	331' 0"	329.16
Breadth Extreme	48' 3"	48.04
Depth of Hold (To Top of Gunter)	21' 11 3/4"	25.48
Depth Moulded	24.6	5 Breadth = 24.02
N ^o s for Frames	84.50	5 Girth = 45.00
N ^o s for Plating	28801.50	Depth = 35.48
N ^o s for Equipment	33482.94	94.50
Depths to Length	12.91	4.00
Breadths to Length	6.85	84.50

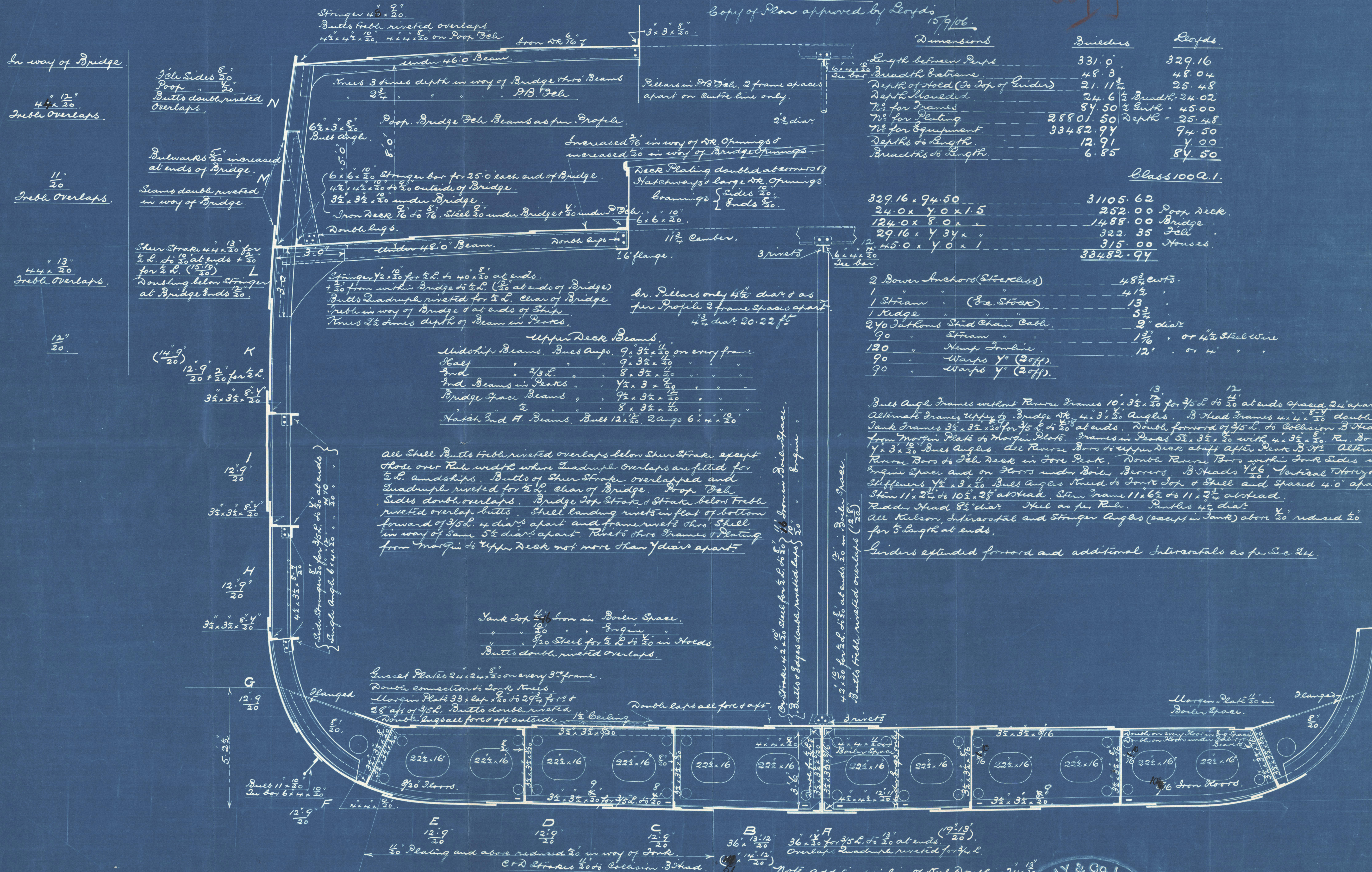
Class 100 a.1.

329.16 x 94.50	31105.62	
24.0 x 4.0 x 1.5	252.00	Roof Deck
124.0 x 8.0 x 1.5	1488.00	Bridge
29.16 x 4.34 x "	322.35	Fell
2 1/2 45.0 x 4.0 x 1	315.00	Houses
	33482.94	

2 Bower Anchors (Steeless)	48 $\frac{3}{4}$ cwt's.
1 " " "	4 $\frac{1}{2}$ "
1 Stream " (Gr. Stock)	13 "
1 Ridge " "	5 $\frac{3}{4}$ "
240 Tatham's Stud Chain Cable.	2" dia ^r
90 " Stream "	1 $\frac{3}{16}$ " or 4 $\frac{1}{2}$ Steel Wire
120 " Kump Inwline.	12' " or 4' " "
90 " Warps 4" (2 off).	
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Bull Angle Frames without Ribs Frames $10 \times 3\frac{1}{2} \times \frac{7}{16}$ for $\frac{3}{4}$ L. to $\frac{11}{16}$ at ends spaced $2\frac{1}{2}$ apart.
Alternate Frames Upper & Bridge $\frac{1}{2}$ $4 \times 3 \times \frac{5}{8}$ Angles. B Head Frames $4 \times 4 \times \frac{8}{16}$ double.
Tank Frames $3\frac{1}{2} \times 3\frac{1}{2} \times 20$ for $\frac{3}{4}$ L. to $\frac{7}{8}$ at ends. Double forward of $\frac{3}{4}$ L. to Collision B Head
from Morgan Plate to Morgan Plate. Frames in Peaks $5\frac{1}{2} \times 3\frac{1}{2} \times \frac{3}{8}$ with $4 \times 3\frac{1}{2} \times \frac{5}{8}$ R. Bars or
 $4 \times 3 \times \frac{7}{8}$ Bull Angles. All Rib Bars to upper deck abaft after Peak B Head. Alternate
Rib Bars to 1st Deck in Fore Peak. Double Rib Bars within Tank Sides in
Engine Space and on Floors under Biler, Boilers. B Heads 4×6 Vertical Horizontal
Stiffeners $\frac{1}{2} \times 3 \times \frac{1}{8}$ Bull Angles Tied to Fore Top & Shell and spaced $4'0"$ apart.
Stem $11 \times 2\frac{1}{2} \times \frac{1}{4}$ to $10\frac{1}{2} \times 2\frac{1}{2}$ at Head. Stem Frame $11 \times 6\frac{1}{2} \times \frac{1}{4}$ to $11 \times 2\frac{1}{2}$ at Head.
Rudder Head $8\frac{1}{2}$ dia. Keel as per Rule. Pintles $4\frac{1}{2}$ dia.
All Nelson, Intercostal and Stringer Angles (except in Tank) above $\frac{1}{2}$ reduced to
for $\frac{1}{2}$ Length at ends.

Guiders extended forward and additional Interventals as per Sec 244



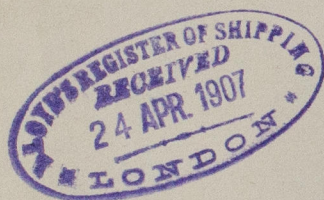
$B = 36 \frac{13 \frac{1}{2}}{20}$ $A = 36 \frac{12}{20}$ for $35 \frac{1}{2}$ to 20 at ends. $(9 \frac{1}{2})$
 Overlap 2 double riveted for $3 \frac{1}{2}$ L.
 57 $(12 \frac{1}{2})$
 Note: additions in line of steel doubling $24 \frac{1}{2}$
 Centric Liner increased $\frac{3}{20}$ for 2 L.
 Flat Hull " $\frac{1}{20}$
 B. Stakes " $\frac{1}{20}$ + $1 \frac{1}{2}$ wider

~~Captain~~
Midship Section

W. May 16th.

92 N^o 743

S. S. Gróf Serényi. Béla
Hpl. Report N^o



W1265-0183