

Scale $\frac{1}{2}'' = 1$ foot

LLOYDS NUMERALS

LENGTH PER ROL	323.33
HALF BEAM MOULDED	23.40
DEPTH OF HOLD & FLOORS	18.00
HALF GIRTH	36.33
FRAME NUMBER	77.97
PLATING "	252.0
EQUIPMENT	32121-32640 WITH DECKHOUSES
DEPTHS IN LENGTH	17.96 M DK 12.53 SPAR DK
PREFRONT	6.9

BREADTHS
CLASS 100 AL SPAR DECK RULE
COMPENSATION ON BEAMS FOR
ONE ROW OF PILLARS
STEEL THICKNESSES IN TWENTIETHS
IRON - - SIXTEENTHS
ALL SCANTLINGS OF STEEL
EXCEPT WHERE OTHERWISE
STATED

BRIDGE

BEAMS $7 \times 3 \times \frac{9}{20}$ B.A. ON EVERY FRAME
 $\frac{1}{2}$ " " $32 \times 3 \times \frac{9}{20}$ " " IN WAY OF E & B CASE
 THRO BEAMS IN E & B. SPACE $9 \times 32 \times \frac{9}{20}$ B.A.
 STRINGER PLATE $51 \times \frac{7}{20}$ STEEL
 " " " " " " $32 \times 32 \times \frac{9}{20}$
 IRON DECK $\frac{5}{16}$

LENGTH B.P.	325	-	0
BREADTH EXTREME	47	-	0
DEPTH MOULDED TO SPAR DECK	24	-	10
- " - " TO MAIN DECK	14	-	02

EQUIPMENT

2 BOWER ANCHORS STOCKLESS EACH 45¹/₂ CWTs
1 " " " 38 39 " "
1 STREAM " " EX STOCK 12 14 " "
1 KEDGE " " " 5¹/₂ " "
270 FATHOMS 1¹/₂ STUO CHAIN CABLE
30 " " 1¹/₂ STREAM " " OR 4¹/₂ STEEL WIRE
100 " " 4¹/₂ STEEL WIRE TOWLINE
30 " " 7 HAWRSERS
30 " " 6 WARPS

$9 \times 3\frac{1}{2} = 13$ FORECASTLE

BEAMS ~~3x4~~ 2x6 B. UNDER WINDLASS 3x2x20 B. ANG. ON EVERY FRAME
STRINGER PLATE 6x20 STEEL
" " ANGLE 3x3 1/2x20
20 STEEL DECK WITH WOOD SHEATHING

POOP & FCSLE SIDES $\frac{7}{20}$

9
= $\frac{3}{20}$ BRIDGE SIDES $\frac{Z}{20} + \frac{Z}{20}$ IN LIEU
OF SHEERSTRAKE DOUBLING
BUTTSTREBLE OVERLAPS
LANDING DOUBLERIVETED FOR
20' EACH END OF BRIDGE

BRIDGE SIDES 20
BUTTS DOUBLE OVERLAPS
LANDING DOUBLE RIVETED
FOR 20' EACH END OF BRIDGE

$= \frac{15}{20}$ SHEERSTRAKE $\frac{13}{20} + \frac{2}{20}$ FOR $\frac{3}{4} L$
BUTTS TREBLE OVERLAPS
(DOUBLED AT BRIDGE ENDS)
BELOW DECK
ASPER PROFILE

SHEER STRAKE PLATING IN
OF DOUBLING TO TABULAR
THICKNESS. = 13/20

KNEES $2\frac{3}{4}$ DEPTHS

SPAR DECK

BEAMS IN WAY OF BRIDGE ON EVERY FRAME $3 \times 3\frac{1}{2} \times \frac{10}{16}$ BULB ANG
 " " $\frac{1}{2}$ BEAMS AT $\frac{1}{2}$ B SPACE $7 \times 3 \times \frac{10}{16}$
 " " STRONG BEAMS $\frac{1}{2}$ B SPACE $12 \times \frac{1}{2}$ BULB ANG $6 \times 4 \times \frac{9}{16}$ ANG
 " CLEAR OF BRIDGE ON EVERY FRAME $8 \times 5 \times \frac{11}{16}$ BULB ANG
 " " $\frac{1}{2}$ BEAMS IN HATCHWAYS $6 \times 3 \times \frac{10}{16}$ " $6 \times 3 \times \frac{10}{16}$ BA
 " " AT HATCH ENDS BULB $12 \times \frac{1}{2}$ SINGLE ANG $6 \times 4 \times \frac{9}{16}$
 STRINGER $4 \times \frac{9}{16} \times \frac{2}{16}$ FOR $\frac{1}{2}$ L. = $4 \times \frac{1}{2} \times \frac{1}{16}$ TO $37 \times \frac{9}{16}$
 " " ANGLE $4 \times \frac{1}{2} \times \frac{9}{16}$ TO $\frac{3}{8}$ UNDER ERECTIONS $4 \frac{1}{2} \times 4 \frac{1}{2} \times \frac{9}{16}$ IN WELLS
 DECK $\frac{7}{16}$ TO $\frac{1}{2}$ IRON WHERE EXPOSED INCREASED $\frac{1}{2}$ INK OF OPENINGS & DOUBLED
 AT HATCH CORNERS STEEL DECK $\frac{7}{16}$ UNDER ERECTIONS

OVERLAP BUTTS TREBLE
3/4 LENGTH

KNEES 3 DEPTHS

TWO PILLARS AT EACH
SIDE OF CARGO
HATCHES SIZE AS
PER RULE

BEAMS $12" \times \frac{13}{16}$ SOLS
 --- AT HATCH ENDS $12" \times 37" \times \frac{10}{16}$ DOUBLE CHANNELS *as per profile*
 " " " " RIDER PLATE $\frac{1}{2} \times \frac{10}{16}$
 STRINGER PLATE $64" \times 20" \times 37" \times \frac{8}{16}$
 --- BUTTS TRIPLE RIVETED OVERLAPS FOR $\frac{3}{4}L$
 ANGLES $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{9}{16} - \frac{9}{16}$

MAIN DECK

8/20 GUYNET

FACE BAR $12 \times 3\frac{1}{2} \times 3\frac{1}{2} \times \frac{10}{20}$ CHANNEL
OR $12 \times 3\frac{1}{2} \times \frac{12}{20}$ BULB ANGLE

BEAM KNEES 3 DEPTHS AND IN AFTER PEAK
FLANGED BRACKET KNEES 30x 8/20 ON ALT. FRAMES

FRAMES HOLDS $3\frac{1}{2}$ L.B. SPACE $12\frac{1}{2}$ IN. 20 FOR $3\frac{1}{2}$ L.T. 20 AT ENDS 24 APART
" " PEAKS $5\frac{1}{2}$ IN. 20 ANGLES (OR SINGLE ANG. $6\frac{1}{2}$ IN. 20 WITHOUT REV.)
REV. FRAMES IN HOLDS & L.B. SPACE $12\frac{1}{2}$ IN. 20 $7 \times 3\frac{1}{2}$ in. 20 7 in. 20
IN HOLDS & L.B. SPACE $12\frac{1}{2}$ IN. 20 AT ENDS 24 APART

BOSS PLATES TO BE 20 THICKER THAN MIDSHIP PLATING
BUTTS OF SHELL TREBLE RIVETED & OVERLAPPED
QUADRUPLE IF OVER RIVE WIDTH WITHIN $\frac{1}{2}$ L.

MARGIN PLATE 29 x $\frac{8}{10}$ ($\frac{10}{10}$ IN BOILER SPACE)
7- $\frac{3}{4}$ RIVETS IN EACH FLANGE OF LUGS
DOUBLE LUGS FOR $\frac{1}{2}$ L AND $\frac{1}{2}$ R FOR KRAFT
~~CORRUMED HATCHWAYS~~ ✓

TANK TOP IN	HOLDS	$\frac{8 \text{ } 47}{20}$	$15 \frac{7}{100}$
"	"	ENGINE	SPACE $\frac{9}{20}$
"	"	BOILER	" $\frac{11}{15}$ IRON OR STEEL

IRVINE'S
SHIP BUILDING
AND 22. 11. 04.
DRY DOCKS CO LTD
WEST LONDON

PILLARS 4'0" APART 4 1/2" DIA
INCREASED ACCORDING TO
LENGTH

CENTRE STRAKE 39 x $\frac{9-8}{20}$
 - - - - - $\frac{9}{20}$ IN ENGINE SPACE
 - - - - - $\frac{11}{20}$ - BOILER - - -

LOGS $\frac{12}{20}$ THICK.

$4 \times 4 \times \frac{3}{20} \times \frac{11}{20}$ IN BOILER SPACE
 DOUBLE LOGS FOR $\frac{1}{2}$ LENGTH
 $\frac{3}{20} \times \frac{3}{20} \times \frac{11}{20}$ KEELSON $30 \times \frac{10-8}{20} \times \frac{12}{20}$ IN BOILER SPACE
 $4 \times 4 \times \frac{12}{20} \times \frac{11}{20}$

FLOORS IN HOLDS $\frac{7}{20}$ - ENG. SPACE $\frac{7}{20}$ B. SPACE $\frac{3}{20}$
INTLS. " " $\frac{7}{20}$ " " $\frac{7}{20}$ " " $\frac{10}{20}$
REV. BARS ON TOP OF FLOORS $32 \times 32 \times \frac{1}{20}$ B. SPACE $\frac{9}{20}$
DOUBLE ON TOP OF FLOORS UNDER ENGINES
& BOILER BEARERS

$\frac{11-9}{20}$ D. $(\frac{0-9}{20})$ $\frac{12-9}{20}$ C $(\frac{11-9}{20})$
 TO MAINTAIN MIDSHIP THICKNESS FORWARD COLLIN. BULKHEAD
 REDUCED $\frac{1}{20}$ IN WAY OF TANK WIDEN $\frac{11}{20}$

BUTTS
QUADRUPLE RIVETS

S. S. NO. 141 & 集3

Also No 144 appa. 13/12/04
" " 14596 appd 11/3/05

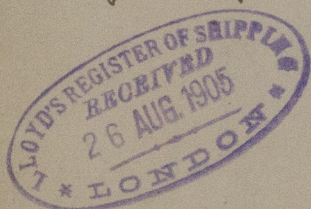
$\frac{23.11.074}{13.12.074}$
 $\frac{11.3.75}{11.3.75}$

Jumies & B. & B. Co. Ltd
No 143-88

Midship Section

SS "Cameron"

Wtftl Rpt No 12694



Sister Rpt to

"Gloriana"

Wtftl 12635.



W1274-0234