

EQUIPMENT

SCALE $\frac{1}{2}$ " = ONE FOOT

LENGTH B. P. --- 325' 0"
BREADTH EXTREME --- 47' 0"
DEPTH MOULDED TO SPAR DECK --- 24' 10"
--- " --- MAIN " --- 17' 0 1/2"

2.	BOWER	ANCHORS	STOCKLESS	EACH	45 $\frac{1}{2}$ CWTs
1.	"	"	"	"	39
1.	STREAM	"	EX-STOCK	"	11 $\frac{1}{4}$
1.	KEDGE	"	"	"	5 $\frac{1}{2}$
270	FATHOMS	1 $\frac{1}{8}$	STUD CHAIN	CABLE	
90	"	1 $\frac{1}{8}$	STREAM CHAIN	OR 4 $\frac{1}{2}$ STEEL WIRE	
100	"	4	STEEL WIRE	TOWLINE	
90	"	7	HAWSEY		
2 @ 90	"	6	WARPS.		

- BRIDGE -

BEAMS $7 \times 3 \times \frac{9}{20}$ B.A. ON EVERY FRAME
 $\frac{1}{2}$ BMS $5\frac{1}{2} \times 3 \times \frac{8}{20}$ " INWAY OF E&B CASING
 THRO BEAMS IN E&B SPACE $9 \times 3\frac{1}{2} \times \frac{17}{20}$ B.ANG
 STRINGER PLATE $5\frac{1}{2} \times \frac{7}{20}$ STEEL
 " ANGLE $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{9}{20}$
 IRON DECK $5\frac{1}{16}$

— P O O P . —

BEAMS ~~8~~¹/₂ x 9¹/₂ B. TEES ALT FRAMES
STRINGER PLATE ⁹/₁₆ IRON
- - - ANGLE ~~3~~¹/₂ x ~~3~~¹/₂ x 9¹/₂
WOOD DECK 3" THICK.

FORECASTLE

BRAMS $9 \times 5 \frac{1}{2} \times \frac{1}{16}$ B. TEES UNDER WINDLASS. $6 \frac{1}{2} \times 3 \times \frac{3}{16}$ B. ANG. ON EVERY FRAME
STRINGER PLATE $\frac{9}{16}$ IRON
" ANGLE $3 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{1}{16}$
 $\frac{9}{16}$ IRON DECK WITH WOOD SHEATHING

POOP & FORECASTLE SIDES $\frac{7}{20}$ "

$= \frac{8}{20}$ BRIDGE SIDES $\frac{7}{20} + \frac{1}{20}$ IN LIEU
OF SHEERSTRAKE DOUBLING.

LANDING DOUBLE RIVETED FOR 20'
EACH END OF BRIDGE

BRIDGE SIDES $\frac{7}{20}$

LANDING DOUBLE RIV^{TO} FOR 20'
EACH END OF BRIDGE

$= 15\frac{1}{20}$ SHEERSTRAKE ~~4~~¹³ $\times \frac{13}{20} + \frac{2}{20}$ FOR
 $\frac{3}{4}$ THS LENGTH

BUTTS TREBLE OVERLAPS
DOUBLED AT BRIDGE ENDS
AS PER PROFILE.

$$= 13/20. \quad \frac{11-9}{20} + 2/20 \text{ FOR } 1/2 L.$$

MAIN DECK.

BEAMS $12 \times 6\frac{1}{2} \times \frac{1}{2}$ BULB TEES
" AT HATCH ENDS $12 \times 3\frac{1}{2} \times \frac{1}{2}$ DOUBLE CHANNELS
" " " " RIDER PLATE $8\frac{1}{2} \times \frac{1}{2}$
STRINGER PLATE $64 \times \frac{1}{2} \times \frac{1}{2}$ TO $37 \times \frac{3}{2}$
" BUTTS TREBLE RIV^s OVERLAPS FOR $\frac{3}{4}$ L
" ANGLE $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{1}{2}$ - $\frac{3}{2}$

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

NEES 3 DEPTHS. and in after
T KNEES $30 \times 8/20$ ON ALT FRAMES

FRAMES IN HOLDS & LBS SPACE 10" $3\frac{1}{2}$ " $1\frac{1}{2}$ " BULBS ANGLES FOR $5\frac{1}{2}$ " $10\frac{1}{2}$ " AT ENDS 24 SPACING
" PEAKS 5" $3\frac{1}{2}$ " 22 ANGLES
REV: FRAMES " $3\frac{1}{2}$ " $3\frac{1}{2}$ " $2\frac{1}{2}$ " ALT: TO FORECASTLE
BULKHEADS UPPER PLATING $\frac{1}{2}$ " LO. LOWER PLATING $\frac{1}{2}$ "
" STIFFENERS 7" $3\frac{1}{2}$ " $10\frac{1}{2}$ " B. ANG. SPACED 4'-0" APART VERT: $8\frac{1}{2}$ " $8\frac{1}{2}$ " $5\frac{1}{2}$ "
STEM 10" $2\frac{1}{2}$ " SCREW FRAME 10" $6\frac{1}{2}$ " RUDDER HEAD 82 DIA: HEEL $10\frac{1}{2}$ " RANTLES 44 DIA

- HOLD STRINGERS -

PLATE 16 $\times \frac{10}{20}$ TO $\frac{9}{20}$
 ANGLE 6 \times 6 $\times \frac{15-14}{20}$
 SHELL LUGS $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{9}{20} - \frac{8}{20}$
 FRAME " $4 \times 3\frac{1}{2} \times \frac{9}{20}$

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

(RULE 30) MARGIN PLATE $3\frac{1}{2} \times \frac{3}{20}$ ($\frac{1}{20}$ IN BOILER SPACE)
7 - $\frac{7}{8}$ RIVETS IN EACH FLANGE OF LUGS
DOUBLE LUGS FOR $\frac{1}{2}$ LENGTH AND AT
UNFRAMED HATCHWAYS.

TANK TOP IN HOLDS $\frac{7}{20}$
ENGINE SPACE $\frac{9}{20}$
~~BOILER $\frac{8}{20}$~~

PILLARS 4.0 PART $4\frac{1}{2}$ dia
~~SIZE AS PER RULE~~ increased
 according to lengths.

FLOORS $\frac{7}{20}$ IN HOLDS $\frac{7}{20}$ IN ENGINE SPACE $\frac{8}{16}$ IN BOILER SPACE
INTERCOSTALS $\frac{7}{20}$ — $\frac{7}{20}$ — — — $\frac{8}{16}$ — — —
REVERSE BARS ON TOP OF FLOORS $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{7}{20}$ — $\frac{8}{16}$ — — —
— — — DOUBLE ON TOP OF FLOORS IN E & B SPACE

$\frac{12-9}{20} \left(\frac{10-9}{20} \right)$
 $\frac{12-9}{20} \left(\frac{11-9}{20} \right)$

TO MAINTAIN MIDSHIP THICKNESS FOR² TO COLL

REDUCED $\frac{1}{20}$ IN WAY OF TANK WHERE $\frac{11}{20}$

$$\begin{array}{r} 53 \times \frac{12-11}{20} \\ 60 \end{array}$$

A

$$\begin{array}{r} 36 \times 16 = 12 \\ \underline{20} \\ \text{BUTTS} \end{array}$$

 QUADRUPLE OVERLAPS

S. S. N^o 136 & 7.

13. 10-03

(2)
O
S
OVERLAPS

IRVINE'S
SHOPS BUILDING
AND
TRUCKS CO. LTD
WEST HARTLEPOOL

7/10/03.

S.M.

6.10.03

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Trimes 83.55 cofa
Nos 136 & 137

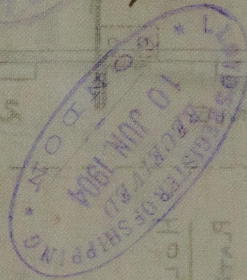
Midship Section

137 88" Adriatic

Hpl Report No. 12378.

136 "Majestic"
Hpl No 12327.

15-30



LEAVE 4-31-90
SHEET LINES 31-37-90-30
VACUE 0-0-0 12-11-90
PLATE 10-30-00 8-10-90

HORO 2 DRINKERS

STEM 10-5-37

REVENUE

LEAVES IN HORO

STANDARD BRACKET LINES 30-81-00 VLT. LINES
BEAM LINES 30-81-00

FROM BAR 10-37-90 10-30 CHANNEL

MAIN DECK

STERNER PLATE 4-11-90 TO 10-30

AT WATCH 10-37-90



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W1338-0044