

13th September, 1957

b. Connell & Co. Ltd. N. 425

100 A1 with Freeboard b.s.s. with J.O.

410 x 55.0 x 37.0 to Upper, 28.75 to 2nd Deck.

15068, 37618

D = 36.75

11.08 Upper

24.54, 24.91

corrected

All B.A.s N.B.S.

Yes
Yes.

7
31.375, 27, 24
Peaks 7 1/2 x 3 1/2 = 39 B.A.
24.91 Holds 12 x 3 1/2 = 56 B.A.
27.46 2 1/2 to 3 1/2 12 x 3 1/2 = 44 B.A. with
5 x 3 = 15 rev.
26.71 3 1/2 to Landing 14 x 3 1/2 = 50 B.A. with
5 x 3 = 15 rev.
31.8 Landing 12 x 3 1/2 = 42 B.A. with
7 1/2 x 3 1/2 = 64 O.A. rev } 15'
J.A. 8 1/2 aft to 156 ft 7 x 3 1/2 = 35 B.A. on all.

6 - see letter
27, 24 in Peaks 39
12.17 3 1/2 x 3 1/2 = 39 B.A.
44.0 12 x 3 1/2 = 56 B.A.
51.1 12 x 3 1/2 = 44 B.A. with
5 x 3 = 15 rev.
53.2 12 x 3 1/2 = 50 B.A. with
5 x 3 = 15 rev.
56.75 12 x 3 1/2 = 42 B.A.
58.9 7 1/2 x 3 1/2 = 64 O.A. rev } 15'
94.6 7 x 3 1/2 = 35 B.A. on all.
94.0

69.62 x .4502 (43)

69.43 .48 ft of 3 1/2

bracket figures indicate reductions
for 2' spacing clear of 3 1/2

Scandlings below approved for
close spacing and increased depth
of double bottoms

43.21 x .54 = .46

50.1 x .49 = .43

(1) .38 (36)

(1) .36 .38 ft of 3 1/2

40.02 x .54

48.1 x .54

.42 (40)

.39 .40 ft of 3 1/2

53.21 x .52 = .44

53 x .52 = .44

.44 (42) (36)

.42 = .40 (oil fuel)

HOLD
IN BAY OF OIL { A 9.0 0" AT RULE SP. & MARGIN
G 4.5 0"
CLEAR OF OIL { A 9.0 0"
G 3.40 0"
PAINTING { A 13.5 0"
G 5.2 0"
CLEAR OF OIL {

W149-0194 (712)

