

Equipment Numerals

$\frac{1}{2}$ Girth	44.50
Depth	28.70
$\frac{1}{2}$ Breadth	19.62
	<u>92.82</u>
	292.34
	<u>2715.00</u>
	1521.00
	<u>2294.00</u>

Crections.

Poop	76.0
Bridge	22.0
Forecastle	33.0
	<hr/> 131.0

$$\frac{27135}{8} \times \frac{131}{292} = 1521$$

2 Power Anchors	42½	cwts	Stockless.
1 " "	36½	"	"
1 Stream	10¾	"	ex Stock.
1 Kedge	5½	"	"
1 " "	2½	"	"

270	Fathoms	1 $\frac{1}{2}$ "	Steel Chain Cable.	
90	"	4 $\frac{1}{2}$ "	Steel Krie	} 2 of 90 fathoms 2 $\frac{1}{2}$ steel wire.
100	"	4"	"	
90	"	9"	Hawser.	
190	"	6"	Karp.	

Midship Section

Principal Dimensions.

	<u>Fath.</u>	<u>Inches.</u>
Length over all	305	0
Length between Perps	294	0
Breadth Extreme	39	6
Depth Moulded	27	9
Depth of Hold	26	7
Draught of Keel		

Scale $\frac{1}{2}$ inch = one foot.

Class 100 AT. Spar Deck Lloyds.
For carrying Oil in Bulk.

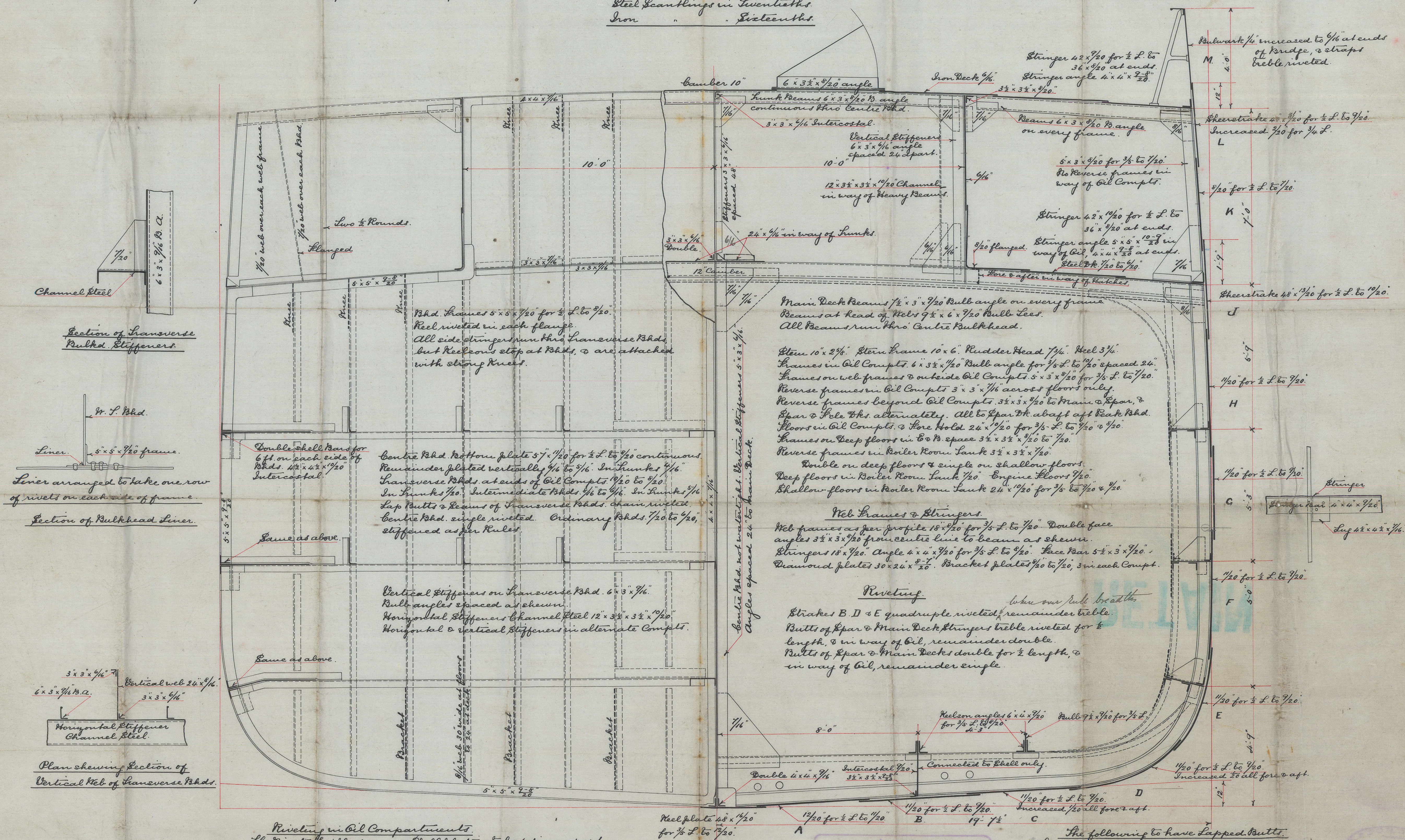
Steel Scanblings in Twentieths.
Iron " " Sixteenths.

Numerals.

1/2 Girth.	1 1/2" for sheer.	37.50
Depth, Humeral round of Adam.	2 1/2" for sheer.	21.70
1/2 Breadth.		19.62
		78.82 = 1 st Humeral.
		292.34
		2304.2 = 23 = 2 nd Humeral

Proportions.

Depths to Length.	Main Deck	13.44
" " "	Upper Deck	10.1
Breadths to Length		7.4



Riveting in Oil Compartments.
The rivets thro the frame & Shell plating to be 6 diars apart,
& rivets in each row in the landing edges between the
frames. Both rivets thro frames & plating at landing
edges. The rivets in the Butts to be spaced 3 diars apart.

W. G. ARMSTRONG, MITCHELL & CO LIMITED
NEWCASTLE-UPON-TYNE
NO 7885 DATE 30.3.93
WALKER SHIPYARD

The following to have Lapped Butts.

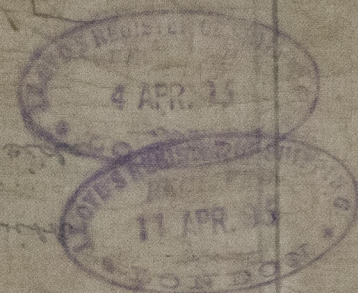
The whole of the Butts of Keel Plate & Shell plating, with the exception of the Bulkhead, & Spar Sheerstrake.

Butts of Spar & Main Deck stringers, deck plating & side stringers forward & aft of Oil Compts

All Butt of Centre & Transverse Ribs

Sir W. G. Armstrong
 Mitchell & Co.
 Midship Section
 608

E. S. Snowflake



RETAI



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 Foundation