

| | | |
|--|---|-----------------|
| 410'0" x [34'25" x 32'70"] | = | 36432.05 |
| Boop 110'25" x 7'5" x $\frac{3}{4}$ | = | 620.15 |
| Bridge 340'0" x 7'5" x $\frac{3}{4}$ | = | 191.25 |
| FCLW 46'0" x 7'5" x $\frac{3}{4}$ | = | 258.75 |
| CASING 65'0" x 7'5" x $\frac{1}{2}$ | = | 243.75 |
| SALOON H2 27'0" x 7'5" x $\frac{1}{2}$ | = | 101.25 |
| | | <u>37847.20</u> |

3A. N2A. 10.
2ND DECK.

8. 7.2%

8" B.A. N^o 3. Do.



S. S. № 398-9

Dims:- 420' 0" B.P. x 54' 3" x 32' 8 1/2" M19 To Upp. DK

LENGTH OF OIL TANKS 23' 3"

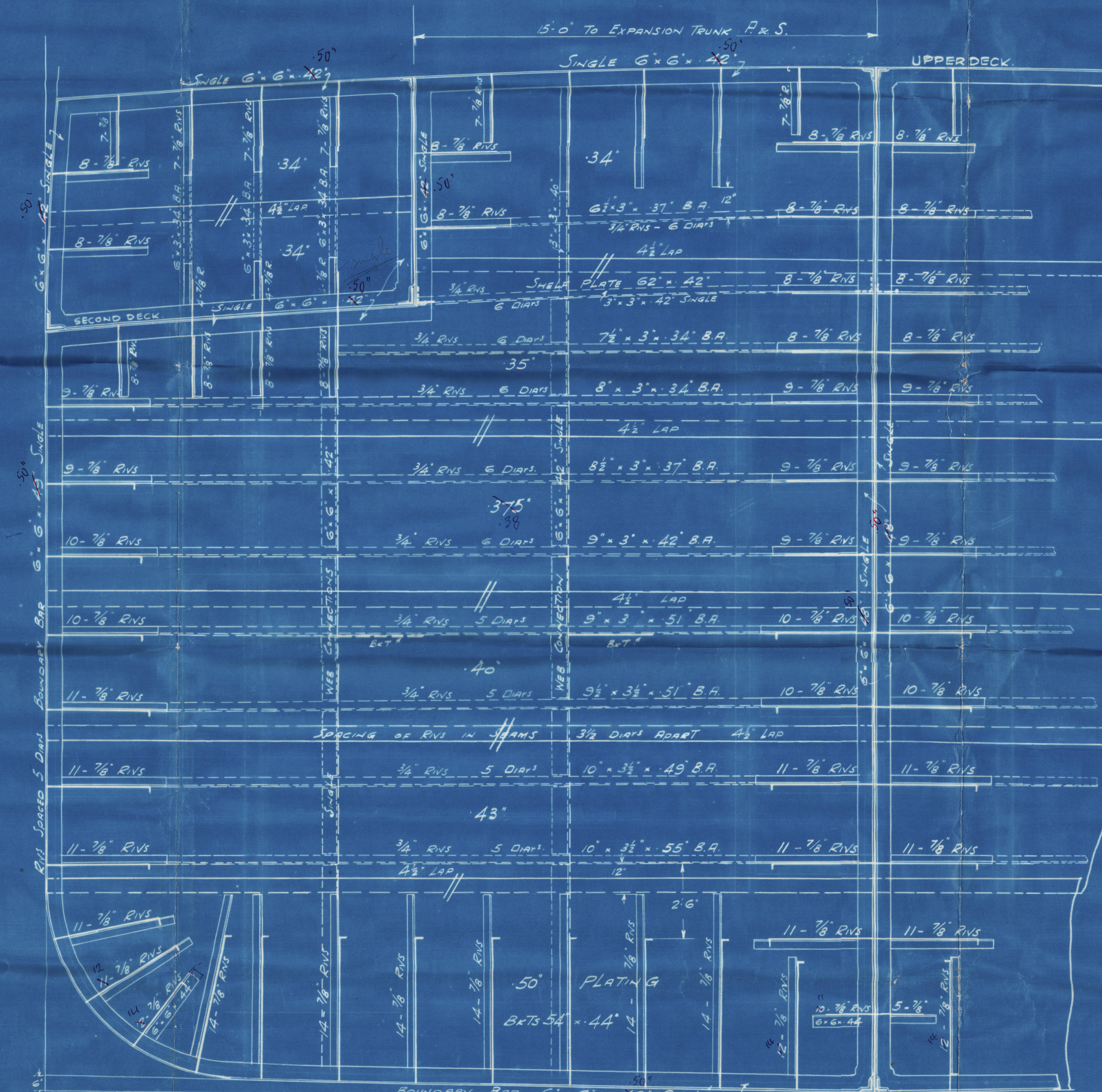
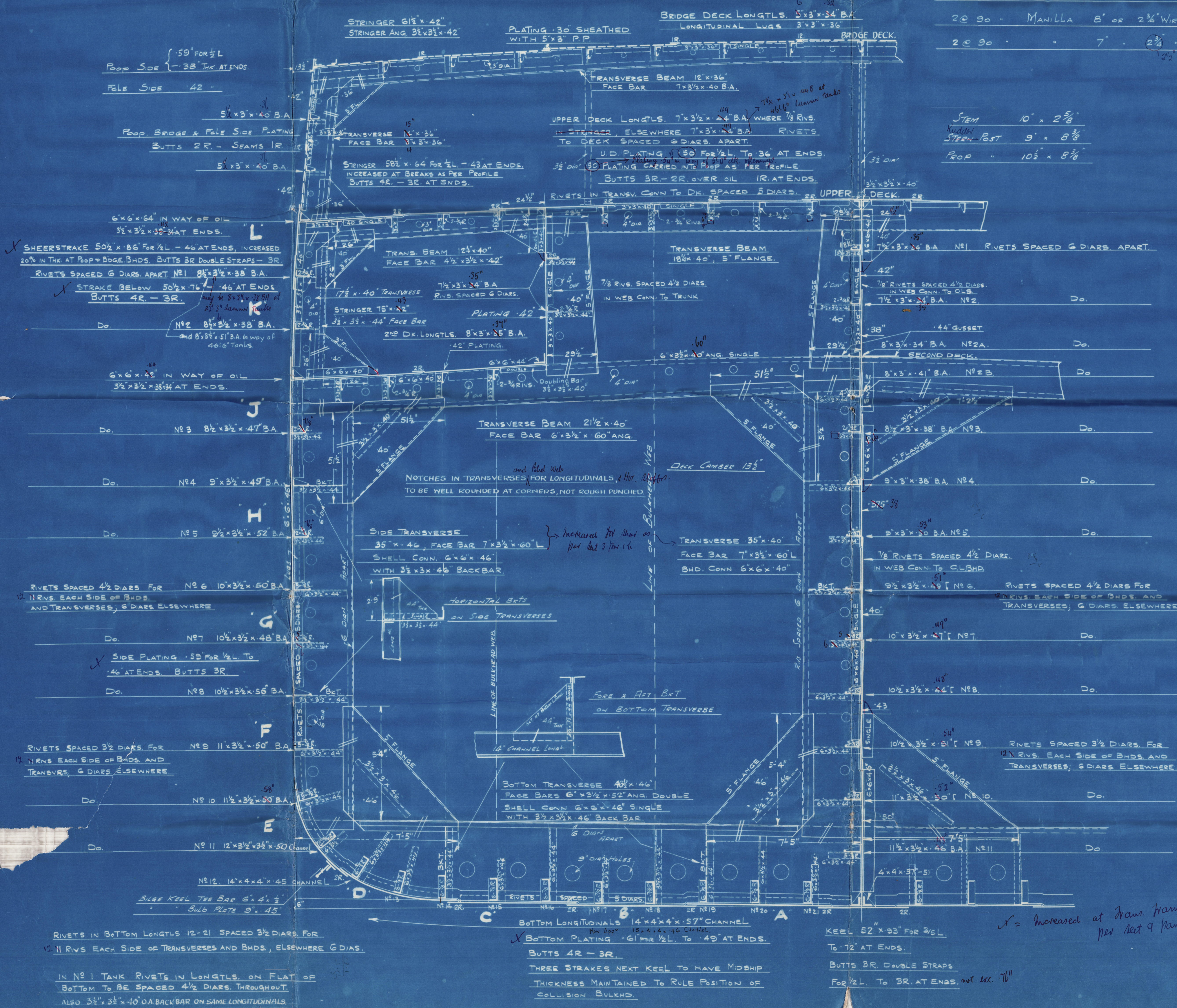
ONE TRANSVERSE SPACED 11-7 $\frac{1}{2}$ ^N

LENGTH ON L.W.L. = 419'-0"
BREADTH MLD = 54.25
DEPTH MLD TO UPR DK = 32.70

| | | | | |
|-----------------|------------------------|---|---|---------------------|
| 1 ST | LONG TH NO. | $\left[\begin{smallmatrix} L & D \\ 419 \times 32.70 \end{smallmatrix} \right]$ | = | 13701.3 |
| 2 ND | " | $419 \cdot 0' \times \left[\begin{smallmatrix} L & B & D \\ 54.25 & + & 32.70 \end{smallmatrix} \right]$ | = | 36432.05 |
| $\frac{D}{L}$ | To UPPER DK | | = | 12.81' |
| $\frac{D}{L}$ | " 2 ND | | = | 16.62 |
| $\frac{D}{L}$ | " BRIDGE | | = | 10.42 |
| Q | | | = | 21.45 ³³ |

N°5

WILLIAM HAMILTON & CO.
SHIPBUILDERS
24 AUG 1926
GLEN SHIPBUILDING YARD
PORT-GLASGOW



NOTE:- ALL BOTTOM AND SIDE SHELL BKTS ^{in Holes} TO BE FLANGED ON FACE } Sect 8 par 2 to be completed with
BKTS ELSEWHERE WITH 10 RIVS & OVER FLANGED ON FACE

OILTIGHT TRANSVERSE BULKHEAD

APPROVED *W 348*
LLOYDS REGISTER OF SHIPPING
Montgomery *3.9.26*

BULKHEAD WEB 10'0" OFF CP LINE

BULKHEAD WEB 20'-0" OFF CR. LINE

WM HAMILTON & Co

(2)

N^o 398-399

MIDSHIP SECTION

(398)

S. S. "LUNULA"



Greenock First Entry Report N^o. 18773.

(399)

S. S. "Gymbeline"

Greenock First Entry Report No. 18800



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