

N^{os} 397

TO CLASS 100A.I. AT LLOYDS. TWO DECKS.

PROPORTIONS.

DEPTH TO UPPER DECK = 12.89
" " BRIDGE " = 10.34

BRIDGE DECK PLATING - 4
POOP & FCL DECK PLATING 5/20. BRIDGE POOP & FCL TANK DE 5" x 2 1/2"

BRIDGE STRINGER PLATE $55'' \times 5/4$
POOP & F&L " " $35'' \times 3/4$
BRIDGE " ANGLE $5'' \times 5'' \times 1/4$
POOP & F&L " " $3 1/2'' \times 3 1/2'' \times 3/8$
GUTTER ANGLE $3'' \times 2'' \times 3/8$ $2 1/4'' \times 5/8$

EQUIPMENT NUMBER

83.91 x 40% .1 = 33.908.03

POOP 38.41 } 22.1.91 x 4.4% .75 = 188.85

FELE 47 }

HOUSES 69.08 x 7.75% .5 = 264.68

CASINGS 27.91 x 7.75% .5 = 108.15

355.73.71

EQUIPMENT

2 BOWEN ANCHORS 63 $\frac{3}{4}$ CWTs, STOCKLESS
1 " " 54 $\frac{1}{2}$ " "
1 STEARMAN 18 $\frac{1}{2}$ " " EX STOCK
1 NEDGE " 4 $\frac{1}{2}$ " " "
270 PATHONS 2 $\frac{1}{16}$ STD CHAIN CABLE
90 " 4 $\frac{1}{16}$ STEARMAN WIRE
120 " 5" STEEL WIRE TOWLINE
@ 90 " 2 $\frac{1}{4}$ " " HAWSEYS
@ 90 " 2 $\frac{1}{2}$ " " WATKINS

BRIDGE 58" x .68
POOP .38
F'GLE .42
BRIDGE SHEARSTAKE BUTTS
LAPPED & QUADRUPLE RIVETED

BRIDGE 4 1/4 ABUTTS LAPPED & G. P.
POOP .38
F'CLE .42

SHEERSTAKE 60" X .88 TO .46
.64 IN BRIDGE. DOUBLED FOR
20' AT ENDS OF BRIDGE.
BUTTS LAPPED & QUINTUPLE
RIVETED FOR $\frac{1}{2}$ L OUTSIDE BRIDGE

$$\left. \begin{array}{l} 56 \times .72 \text{ TO } .46 \\ .64 \text{ IN BRIDGE} \end{array} \right\} \begin{array}{l} + .02 = .74 \\ + .02 = .66 \end{array}$$
 BUTTS LAPPED & QUADRUPLE
 RIVETED FOR $\frac{1}{2}L$.

$$67 \times .64 \text{ to } .46 + .04 = .68$$
$$\underline{65 \times .6470 + .48 + .02 = .66}$$

BILGE KEEL 6"x4"x6 TEE } 140' 6"
BULB PLATE 10"x5'

BOTTOM STRENGTHENED FORWARD AS PER RULES.
A, B, C, & D STRAKES REDUCED .04 IN WAY OF TANK WHERE .64 TO .54
A, B, & C " MIDSHIP THICKNESS TO COLLISION BMD.

CHARLES CONNELL & CO., LTD.
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Midship Section
Vessel as built
S. S. 'Narmahal'

GLASGOW REPORT No. 42944.

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