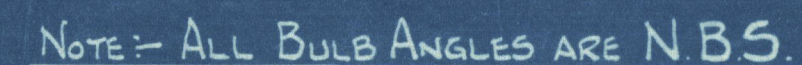


SCALE $\frac{1}{2}" = \text{ONE FOOT.}$
CLASS LLOYDS ✕ 100. A.I. FULL SCANTLING.

LENGTH L.W.L. 260'-0"
BREADTH MLD 40'-1"
DEPTH " 18'-3"
BRIDGE TWEEN DECKS 8'-0"
POOP & F'LE " " 7'-0"

1st. LONGTH N^O (LxD) = 4745
2nd. " " (Lx[B+D]) = 15165.8
3rd TO UPPER DECK. = 14.25
4th " BRIDGE " = 9.9
" δ " AFTER CORRECTION. = 15.17
LENGTH COVERED. = 41.25%
SHEER 76" FOR^D. 38" AFT.



UPPER DK. PLATING WHERE EXPOSED INCREASED 5% IN THICKNESS
ENGINE & BOILER ROOM TANK TOP " 10% " "

BOTTOM SHELL '43'-38" + .04" AT 27" SP. + .01" AT 24" SPACING. BUTTS 3R-2R
THICKNESS OF 'A' & 'B' STRAKES OF SHELL FOR^D OF 1/2 L FOR^D = .52" AT 27" SP
& .49" AT 24" SPACING. MAINTAINED TO RULE POSITION COLLISION BULK^D

RIVETING.

RIVETS $\frac{3}{4}$ " DIA ² THRO	BOTTOM FRAMES TO SHELL & FLOORS SPACED $5\frac{1}{4}$ " APART.
" " " " " " " " " " " "	" " " " " " " " " " " " 4 1/8" FOR ϕ 1/2"
" " " " " " " " " " " "	" " " " " " " " " " " " 4 1/8" AVERAGE
" " " " " " " " " " " "	" " " " " " " " " " " " PEAKS & PAINTING " 4 1/8" APART.
" " " " " " " " " " " "	" " " " " " " " " " " " BEAMS TO DECK PLATING SPACED $5\frac{1}{4}$ " APART AVERAGE.
" " " " " " " " " " " "	" " " " " " " " " " " " SEAMS OF SHELL & TANK TOP PLATING " 3" " "
" " " " " " " " " " " "	" " " " " " " " " " " " - DECK PLATING " 3 1/8" " "
" " " " " " " " " " " "	" " " " " " " " " " " " ACROSS BUTTS OF SHELL & DECK STRINGERS " 2 1/8" " "
" " " " " " " " " " " "	" " " " " " " " " " " " " TANK TOP " " PLATING " 3" " "
" " " " " " " " " " " "	" " " " " " " " " " " " THRU FLOORS ETC IN AFTER PEAK TO FRAMES " 3 1/4" " "
" " " " " " " " " " " "	" " " " " " " " " " " " REV FRAMES TO T. TOP & FLOORS " 5 1/4" " AVERAGE

MIDSHIP SECTION

(AS BUILT)

"PORTSEA"

LTH. 1955-7.

W256-0094

S OF "A" & "B". STRAKES OF SHELL FOR^D OF $\frac{1}{2}L$ FOR^D = .52 AT 27" SP
& .49 AT 24" SPACING. MAINTAINED TO RULE POSITION COLLISION BULK^D

