

SCALE  $\frac{1}{2}'' = 1 \text{ FOOT.}$

DIMENSIONS. 400'-0" x 52'-0" MLD x 31'-0" MLD.

NUMERALS

BREADTH MLD	62.00
DEPTH MLD	31.00
	<u>83.00 TRANSVERSE N°</u>
LENGTH	400
	<u>332.00 LONGITUDINAL N°</u>

$$\frac{4/0 \text{ TO UPPER DECK } 12.20}{d = 27.5}$$

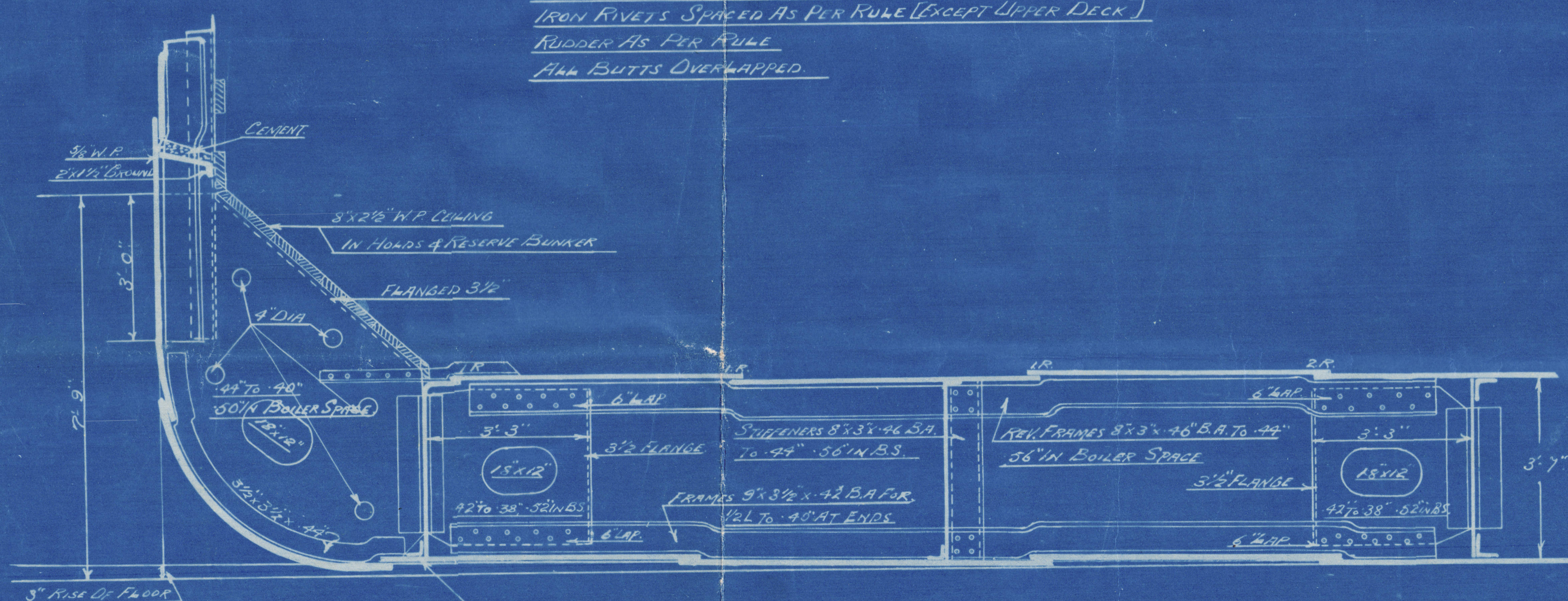
<u>EQUIPMENT NUMBERS.</u>	
<u>HULL 400(62131)</u>	<u>33200</u>
<u>FLOOR BRIDGE + POCKE 200x8x75</u>	<u>1200</u>
<u>DECKHOUSE 31.5x7.5 X .5</u>	<u>118</u>
	<u>34518</u>

<u>EQUIPMENT</u>									
2 BOWEN ANCHORS GOOENTS EACH STOCKLESS									
1 BOWEN ANCHOR	502 "								
1 STEEL ANCHOR	16 1/2 "								
270 FATHOMS 2 3/4 STEEL LINK CHAIN CABLE									
30 "									
120 "									
2 OFF 90 FATHOMS	2 3/4 "								
2 OFF 40 FATHOMS	2 1/2 "								
2 SPARE ANCHOR STOCKLESS									
2 "	CABLE								

## DOUBLE BOTTOM

FRAMES 3/8"x3/8"x40 TO 1/2" DIA. END OF DOWEL FROM 3/8" L TO COLLISION END.  
REVERSE FRAMES: 3/8"x3/8"x40, 1/2" DIA. FORE & AFT.  
" " DOUBLED IN ENGINE FOAM TO GIPPER CURSIVE ENGINE SECT 3/8"x3/8"x40  
" " 3/8"x3/8"x50 IN GIPPER SECT. DOUBLED UNDER BOWLER BEARERS.  
FOOTPLATES ARE 3/8"x3/8"x50 IN BOWLER SECTOR  
3/8" DIA. END OF AFT. 3/8"x3/8"x50 EXCEPT IN ENGINE SPACE UNDER BOWLER BEARERS.  
AND FROM 3/8" L TO 1/2" DIA. WHERE THEY ARE SPACED ON EVERY FRAME  
TRIAL SECT. BRACETS ARE 1/4"x1/2"x40 TO 1/2" DIA. END. 50 IN BOWLER SPACE  
INTERCONNECTING KNOT: ANGLE 3/8"x3/8"x40 THROUGHOUT 3/8"x3/8"x50 IN BOWLER SPACE  
" " TRIAL ANGLE 1/2"x3/8"x35 IN ENGINE SPACE 3/8"x3/8"x50 IN BOWLER SPACE  
" " BOTTOM-TRIAL 1/2"x3/8"x40 FORE & AFT  
INTERCONNECTING 1/2"x1/2"x40 TO 3/8"x3/8"x50, 50 IN BOWLER SPACE, PAIRED TO LINK  
TRIAL EXCEPT IN ENGINE & BOWLER SPACE & 4" OR 3/8" WHERE FRAMES ARE FITTED  
FOR SCRAMBLING AT INTERMEDIATE FRAMES SEE SECTION BELOW.

BULKHEADS AS PER RULE, STIFFENERS 12" CHANNEL 4' 9" 3/8" B.A.	
STRIP	10 1/2" x 2 3/8"
PROPELLER POST	10 1/2" x 7 1/2"
RIGGER POST	9' x 7 1/2"
IRON RIVETS SPACED AS PER RULE [EXCEPT UPPER DECK]	
RIGGER AS PER RULE	
ALL BUTTS OVERLAPPED	



SECTION AT BRACKET FLOOR  
SOLID FLOORS EVERY 3<sup>RD</sup> FRAME.

NOTE, TWO STRAKES OF PLATING TO HAVE MIDSHIP THICKNESS  
CARRIED FORWARD TO COLLISION BULKHEAD.



Messrs Harland & Wolff L<sup>o</sup>

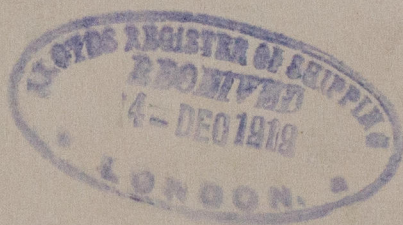
No 539

"Dromore Castle"

Manchip Section

as built

L.R. Rept No 17572



W26 - 0063



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Foundation