

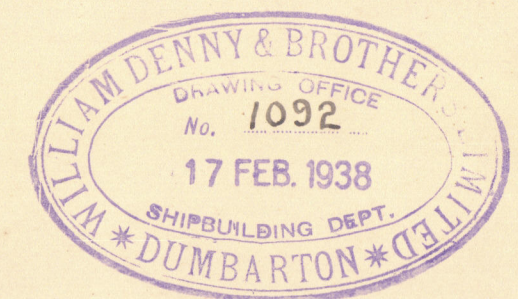
- DIMENSIONS 305'-6" B.P. x 48'-0" x 16'-6" MLD. ———

MOULDED
— LOAD A DRAUGHT 11'-6" ALL SEASONS
5 1/2

FEB/1938.

WITH FREEBOARD

— TO CLASS LLOYDS A — ^{FOR} (IRISH CHANNEL SERVICE)



2 BOWER ANCHORS STOCKLESS 35 1/2 CWTs EACH.
1 STREAM ANCHOR 9 1/4 CWTs EX STOCK
240 FMS 1 1/2" STD LINK CHAIN CABLE OR 240 FMS 1 1/2" TAYCO
75 FMS 4 1/4 S.W.R STREAM CABLE

1 @ 100 FMS 4" BEST GALV^d FLEX 3. W TOWLINE.
4 @ 90 FMS 3" BEST FLEX PLOUGH STEEL WIRE
4 @ 90 FMS 7" MANILA HAULING LINES.

FRAME SPACING 24" THROUGHOUT 32"
FRAMES IN MACHY SPACE 8'3" ~~32~~ 9 A TO MAIN DK.
* * * * * TWEEN DECKS 6'3" x 28 BA
AT EVERY FRAME & SCARPPED TO MAIN FRAME.
FRAMES CLEAR OF MACHY SPACE 6'3" x 30 BA EXTENDING
FROM FLOOR TO ^{MAIN} FROM DK AT (EVERY) FRAME WITH 3
FRAMES AT TOPSIDES FROM TO BOAT CK 3'2" x 2'3" x 30" SPA

2 webs each side
arranged in
Engine Space

FLOORS MACHY SPACE $4'5" \times 38"$ ← see p.
 " ELSEWHERE $19' \times 34' \times 30'$
 BOTTOM FRAMES $3' \times 3' \times 30'$
 REVERSE FRAMES MACHY SPACE $3' \times 3' \times 38"$ DOUBLE.
 ELSEWHERE $3' \times 3' \times 34"$ SINGLE
 CENTRE KEELSON INTERCOSTAL PLATE $.34' \times 28'$
 TOP ANGLES $4' \times 3\frac{1}{2}' \times 38"$ DOUBLE.
 BTM $3' \times 3\frac{1}{2}' \times 40' \times 30'$

✓ see plan of Engine Seating ✓

SIDE KEELSONS TOP ANGLE $4 \times 2\frac{1}{2} \times 28$ TO 24 SINGLE
INTERCOSTAL PLATE 28
SHELL LUGS $3 \times 2\frac{1}{2} \times 28$

MIDSHIP THICKNESS OF ALL LONGITUDINAL MATERIAL
TO EXTEND OVER 40% LENGTH.

FLAT KEEL PLATE $+1.0^{\prime\prime}$ THROUGHOUT.
CR KEELSON IN ENGINE ROOM ALL $+0.4^{\prime\prime}$ EX SHELL ANGLES.
FLOORS IN ENGINE ROOM $+0.02^{\prime\prime}$

RIVETING (Clear of O.F. Tanks)

KEEL KEEL BUTTSTRAPS 3R TO 2R AT ENDS
SHELL BOTTOM SHELL BUTTS 3R TO 2R AT ENDS
REMAINING SHELL BUTTS DOUBLE RIVETED FORE & AFT.
LANDINGS STRAKES 2,3,&4 DOUBLE RIVETED FORE & AFT.
" " 5,6,7,8 & 9 SINGLE *single 2,4,7,8,*
DECK. BUTTS OF BOAT DECK STRINGER ~~DOUBLE~~ RIVETED, PLATING SINGLE RIVETED.
" " PROMPT DECK STRINGER & PLATING 2R, PLATING S.R. AT ENDS
" " MAIN DECK STRINGER & PLATING DOUBLE RIVETED
" " LOWER DECK STRINGER DOUBLE RIVETED & SINGLE
RIVETED WHERE DECK IS FULLY PLATED.
" " LOWER DECK PLATING SINGLE RIVETED.
" " LOWER DECK TIES DOUBLE RIVETED
ALL DECK LANDINGS SINGLE RIVETED.

APPROVED

LLOYD'S REGISTER OF SHIPPING

Heckerson

DATE _____

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✓
T.S. PRINCESS VICTORIA.

Nº 1333.

William Denny & Bros Ltd.

MIDSHIP

SECTION

FSD
GLASGOW REPORT No 60981

1333 Princess Victoria
GLASGOW REPORT No 61311

Wreck Section 392



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