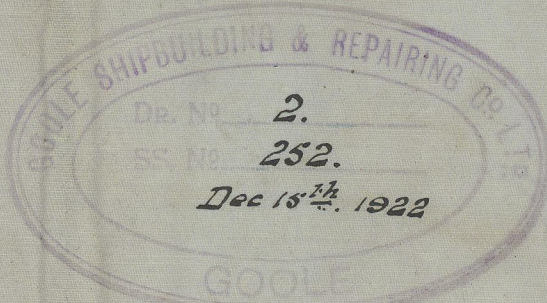


21-12-22

NUMERALS.

- 1st LONG. NO. $L \times D = 200 \times 14 = 2,800$.
 2nd LONG. NO. $L \times (B+D) = 200 \times (32+14) = 9,200$.
 A. MAIN DECK = 11.06.
 B. RD. Q.R. DECK = 15.31 (IN WAY OF DOUBLE BOTTOM).
 C. RD. Q.R. DECK = 16.85 (IN WAY OF ORDINARY FLOORS).
 D. MAIN DECK = 14.28.
 E. RD. Q.R. DECK = 10.95.



- No 252 -

MIDSHIP SECTION.

SCALE 1/2" = 1 FOOT.

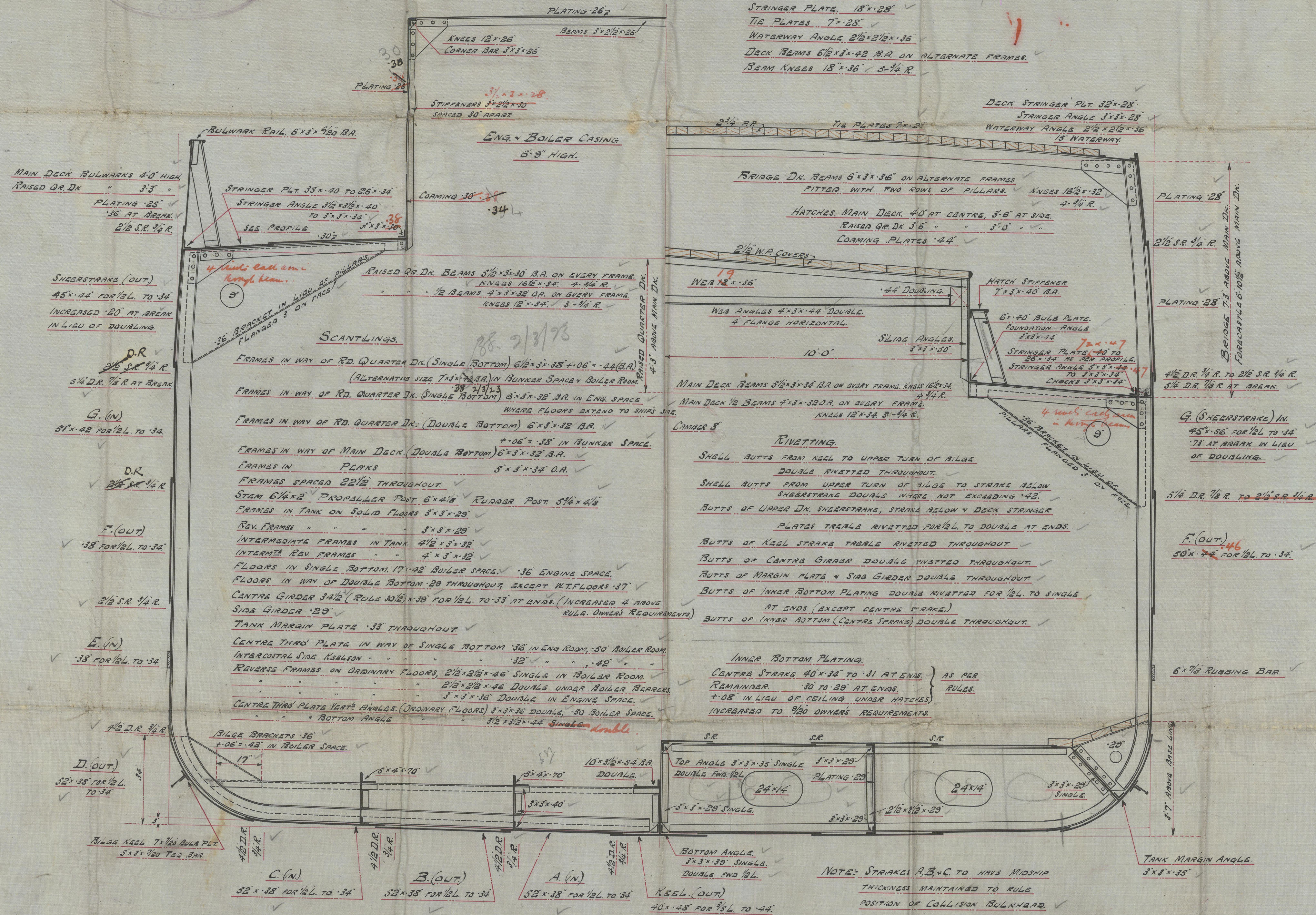
DIMS = 200'-0" B.P. x 320' MLD. x 14'-0" MLD.

- TO CLASS 100A1. LLOYDS. -

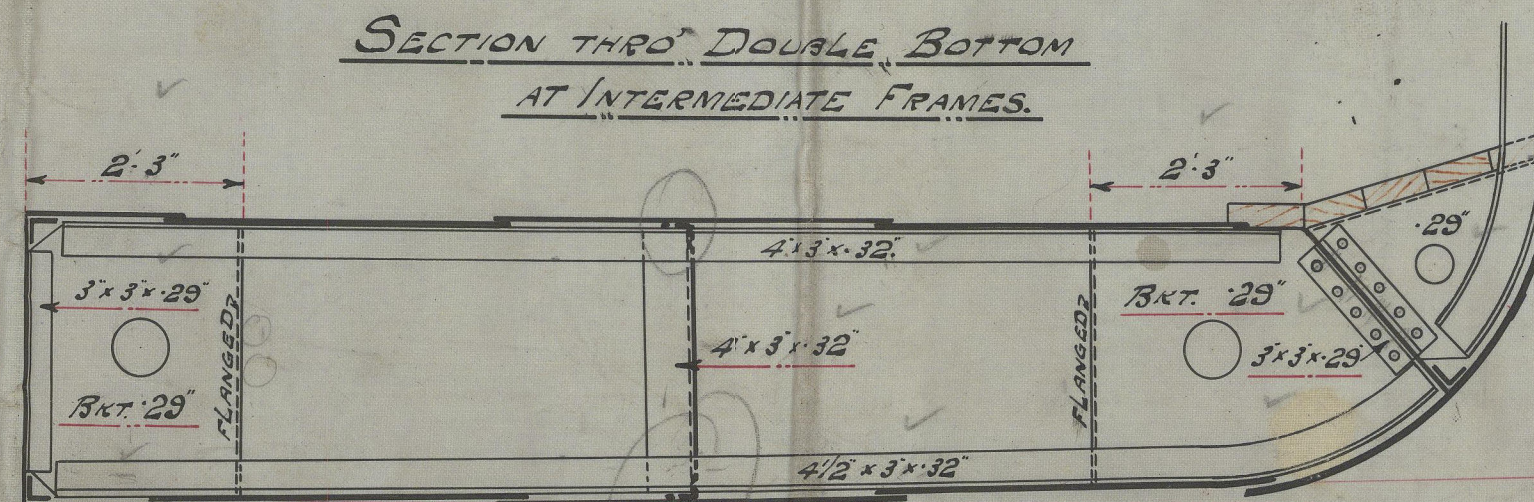
EQUIPMENT.

2 nd LONG. NO. $L \times (B+D)$	=	9,200
RD. QUARTER DK. $113 \times 62 \times 4 \times 25$	=	504.13
FORECASTLE DK. $14 \times 25 \times 638$	=	129.0
BRIDGE DK. $14 \times 12 \times 7.25$	=	71.34
CASING. $12 \times 36.3 \times 6.75$	=	130.01
EQUIPMENT NO.		10,094.48

2 BOW ANCHORS	2 1/4 CWT. STOCKLESS.
1 " "	18 CWT.
1 STREAM "	5 1/4 CWT. EX. STOCK.
1 KEDGE "	2 1/4 CWT.
210 FATHOMS	1 1/16" STUD LINK CHAIN.
60 "	3/4" STEEL WIRE ROPE.
80 "	3/4 "
90 "	6" HANSE.
90 "	5" WARP.



SECTION THRO' DOUBLE BOTTOM AT INTERMEDIATE FRAMES.



The Goole Shipbuilding & Repairing Co. Ltd.
GOOLE.



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1/2 - Harby.
Hull Rph m. 34998
Levee & B & R 6

W443-0162

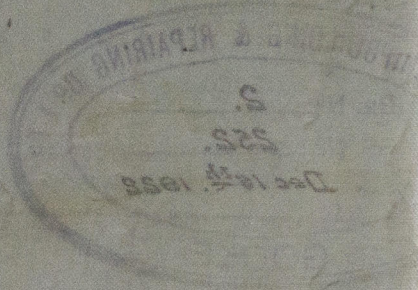
Amended

Midship Section

No 252

1st Long No 1 D = 500 x 14 = 5800
2nd Long No 2 D = 500 x (14 + 1) = 5800
1/2 Main Deck 14 33
1/2 Rd Qr Deck 10 35
1/2 Rd Qr Deck 15 35 (in way of ordinary floors)
1/2 Rd Qr Deck 15 31 (in way of double bottom)
1/2 Main Deck 11 06

RETR



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