

MIDSHIP SECTION.

SCALE $\frac{1}{2}$ " = ONE FOOT.

DIMENSIONS.
 LENGTH B.P. 360.0"
 BEAM EX. 48.0"
 DEPTH MLD. 30.11"

POOP DECK.

BEAMS ON EVERY FRAME $\frac{5}{2} \times 3 \times \frac{9}{20}$ ANGLES.
 STRINGER PLATE $36 \times \frac{1}{20}$
 " ANGLE
 DECK $\frac{5}{16}$ IRON OR $\frac{5}{16}$ STEEL.

BRIDGE & F'CLE DECK.

BEAMS ON EVERY FRAME $\frac{5}{2} \times 3 \times \frac{9}{20}$ BULB ANGLE.
 STRONG BEAMS IN ENGINE SPACE $8 \times \frac{1}{20}$ ON HATCH ENDS $8 \times \frac{1}{20}$ B.A.'S.
 STRINGER PLATE $60 \times \frac{1}{20}$ ON BRIDGE.
 " ANGLE $3 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{9}{20}$ ON BRIDGE $\frac{1}{20}$ ON F'CLE.
 DECK $\frac{5}{16}$ IRON OR $\frac{5}{16}$ STEEL.

SPAR DECK.

BEAMS $6 \frac{1}{2} \times 3 \times \frac{9}{20}$ TO $5 \frac{1}{2} \times 3 \times \frac{9}{20}$ BULB ANGLES ON EVERY FRAME.
 STRONG BEAMS IN ENGINE SPACE PLATE $18 \times \frac{1}{20}$ & ANGLE $5 \times 4 \times \frac{10}{20}$
 BEAMS AT HATCH ENDS BULB $10 \times \frac{10}{20}$ & ANGLE $5 \times 4 \times \frac{10}{20}$
 STRINGER PLATE $56 \times \frac{10}{20}$ TO $43 \times \frac{8}{20}$ Beams under bridge $7 \frac{1}{2} \times 3 \times \frac{10}{20}$ bulb angle
 " ANGLE $4 \times 4 \times \frac{9}{20}$
 DECK $\frac{1}{20}$ STEEL UNDER ERECTIONS $\frac{1}{16}$ IRON WHERE EXPOSED
 INCREASED IN WAY OF OPENINGS.

MAIN DECK.

BEAMS $8 \times 3 \times \frac{10}{20}$ TO $6 \frac{1}{2} \times 3 \times \frac{9}{20}$ BULB ANGLES ON EVERY FRAME.
 STRONG BEAMS IN ENGINE SPACE PLATE $10 \times \frac{1}{20}$ & ANGLE $5 \times 4 \times \frac{10}{20}$
 BEAMS AT HATCH ENDS BULB $10 \times \frac{10}{20}$ & ANGLE $5 \times 4 \times \frac{10}{20}$
 STRINGER PLATE $56 \times \frac{10}{20}$ TO $43 \times \frac{8}{20}$
 " ANGLE $4 \times 4 \times \frac{9}{20}$
 DECK $\frac{1}{20}$ STEEL INCREASED IN WAY OF OPENINGS

LLOYDS NUMERALS.

DEPTH OF HOLD & FLOORS 31.11
 HALF BEAM MOULDED 23.10 $\frac{3}{4}$
 HALF GIRTH 61.5 $\frac{1}{4}$
 FRAME NO. 93.3
 LENGTH PER RULE 358.2
 PLATING NO. 334.00
 DEPTHS IN LENGTH TO 6' BELOW SPAR DECK 14.37
 DEPTHS IN LENGTH 11.22
 BEAMS IN LENGTH 7.49
CLASS 100 A.1.
 ALL SCANTLINGS OF STEEL UNLESS
 OTHERWISE SPECIFIED.
 EQUIPMENT NO. 40592

STRINGERS IN HOLDS.

PLATE $20 \times 15 \times \frac{10}{20}$
 BULB ANGLES $11 \times 7 \times \frac{3}{2} \times \frac{14}{20}$
 LUGS TO SHELL $3 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{10}{20}$

FRAMES $5 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{9}{20}$ ANGLES WITH REV. FRAME $6 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{9}{20}$
 CONNECTED BY 3" LAP = 9" DEEP FRAME. 3" apart
 CARRIED TO SPAR & MAIN DECKS ON ALTERNATE FRAMES
 IN PEAKS $6 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{10}{20}$ BULB ANGLES.
 BULKHEADS: - UPPER PLATING $\frac{1}{20}$ LOWER PLATING $\frac{1}{20}$ STIFF $\frac{3}{8}$
 $7 \times 3 \frac{1}{2} \times \frac{12}{20}$ BULB ANGLES SPACED 4' 0" APART VERTICALLY
 & HORIZONTALLY WITH SEMIBOX AS SHOWN ON PROFILE
 NO WEB PLATES FITTED.
 DOUBLE ANGLES CONNECTING BULKHEADS TO DECK &
 TANK TOP $4 \times 3 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{9}{20}$
 FORGINGS: - STEM BAR $11 \times 2 \frac{7}{8}$ SCREW FRAME $11 \times 6 \frac{3}{4}$
 SINGLE PLATE RUDDER HEAD $9 \frac{1}{2}$ DIA. HEEL $1 \frac{1}{4}$ DIA.
 PINTLES $4 \frac{3}{4}$ DIA. PLATE $\frac{23}{20}$ THICK.

BUTTS OF ALL SHELL TREBLE RIVETED & OVERLAPPED EXCEPT
 WHERE OTHERWISE SPECIFIED.

TANK TOP CENTRE PLATE $48 \times 10.8 \times \frac{10}{20}$
 IN ENGINE ROOM $\frac{5}{16}$ IRON.
 IN BOILER ROOM $\frac{5}{16}$ IRON.
 IN HOLDS $\frac{5}{16}$ IRON.

GUSSET PLATES ON
 EVERY 4TH FRAME.

TANK SIDE.

PLATE $36 \times \frac{10}{20}$
 ANGLE $4 \times 4 \times \frac{9}{20}$
 OUTER TANK SIDE LUGS
 DOUBLE FOR $\frac{1}{2}$ LENGTH.

REDUCED $\frac{1}{20}$ IN WAY OF DOUBLE BOTTOM
 WHERE $\frac{1}{20}$ & ABOVE.

FLOORS FLANGED TOP & BOTTOM $\frac{9}{20}$
 AT BOTTOM UNDER ENGINES $\frac{9}{20}$
 BOILERS $\frac{10}{20}$
 TANK INTERCOSTALS FLANGED AT TOP & BOTTOM $\frac{9}{20}$
 VERTICAL LUGS ON FLOORS $3 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{8}{20}$

NOTE: - NUMERALS TAKEN AS THOUGH
 MAIN DECK WAS 7' 0" BELOW
 SPAR DECK.

Bottom forward to be strengthened in accordance with the Rules.

FURNESS, WITBY & CO. LIMITED.
 SHIPBUILDERS & REPAIRERS.
 WEST HARTLEPOOL.

No 257-9

