

N<sup>o</sup> 161 SHIP.

240 FATHOMS OF	$1\frac{1}{16}$ "	STUD CHAIN CABLE.
75 "	$1\frac{1}{16}$ "	STREAM CHAIN OR 4" STEEL WIRE.

90	"	" TOWLINE 11" MANILLA "	$3\frac{1}{2}$	✓	"	} OWNERS CONSENT TO STEEL WIRE.
TWO 90	"	" HAWSER 6" " "	2 $\frac{1}{4}$	✓	"	
TWO 90	"	" WARP 5" " "	1 $\frac{3}{4}$	✓	"	

POOP 24'08" x 7'0"  $\times \frac{3}{4}$  = 126.42 ✓  
 QUARTER DK 82'25" x 3'75" = 308.43 ✓  
 BRIDGE 50'91" x 7'0"  $\times \frac{3}{4}$  = 267.27 ✓  
 FCLR 30'16" x 7'0"  $\times \frac{3}{4}$  = 158.34 ✓  
 E/B CASING 41'12" x 7'0"  $\times \frac{1}{2}$  = 143.92 ✓  
 DECKHOUSE 26'0" x 7'0"  $\times \frac{1}{2}$  = 91.00 ✓

LONG<sup>04</sup> NO = 1095.38

EQUIPMENT NO = 15377.26

EQUIPMENT NO = 16472.64

Horizontal Box. Shippers with bracket support: 4 lbs fitted  
to that of En. Goamings See 32 Par 3.

HATCH SIDES: 44'  
" ENDS: 40'

FORECASTLE DECK.  
BEAMS  $8 \times 3 \times 42$  BULB ANGLES ON  
ALTERNATE FRAMES. KNEES  $23 \frac{1}{2} \times 9 \times 40$   
STRINGER  $30 \times 30$  ✓ ANGLE  $3 \times 3 \times 30$  ✓  
Deck PLATING  $2600$  SIDE PLATING  $34$  ✓  
2 or 3 struts.

POOP DECK.  
BEAMS  $6\frac{1}{2} \times 3\frac{1}{2} \times 44$  BULB ANGLES ON  
ALTERNATE FRAMES KNEES  $12\frac{1}{2} \times 15 \times 30$   
STRINGER  $30 \times 30$  ANGLES  $3 \times 3 \times 30$   
TIE PLATES  $8 \times 30$  / SIDE PLATING .32

MAIN DK BULWARKS  $\cdot 24'' \times 4'-0''$  HIGH

GUNWALE BAR:  $4\frac{1}{2} \times 4\frac{1}{2} \times 58$  FOR  $\frac{1}{2}L$  TO 48 AT ENDS.

SHEERSTRAKE  
45° - 7/8" FOR 1/2 L TO 40° AT ENDS  
OVERLAP BUTTS QUADRANT FOR 1/2 L TO TREELE AT ENDS  
PLUS 10' FROM WITHIN BRIDGE FOR 2 1/2 L  
DOUBLING TOLLING BETWEEN SEARS AT BRIDGE  
FRONT FOR 20 FT x 58 THICK (SEE PROFILE.)

54" 58" FOR  $\frac{1}{2}$  L TO 40" AT ENDS  
PLUS .04" BETWEEN PEAK BHDS.  
IN LIEU OF SIDE STRINGERS  
= .62 TO .44" & .40" IN PEAKS  
OVERLAP BUTTS QUADR<sup>1</sup> FOR  $\frac{1}{2}$  L  
TO TREBLE AT ENDS

BUTTS OF SHELL PLATING TO BE QUADRUPLE  
RIVETED FOR  $\frac{1}{2}$  LENGTH WHERE OVER RULE WIDTH  
SO FOR  $\frac{1}{2}$  L TO .40 AT ENDS  
PLUS .04 BETWEEN PEAK BHDS  
IN LIEU OF SIDE STRINGERS  
- .54 TO .44 & .40 IN PEAKS  
OVERLAP BUTTS TREBLE TO DOUBLE  
AT ENDS WHERE NOT EXCEEDING 42/

$$d = 16' - 10'$$

50 FOR 1/2 L TO 40 AT ENDS.  
PLUS .043 BETWEEN PEAK BHDS.  
IN LIEU OF SIDE STRINGERS.  
= .54 TO .44 E .40 IN PEAKS.  
OVERLAP BUTTS TREBLE TO DOUBLE  
AT ENDS WHERE NOT EXCEEDING .42

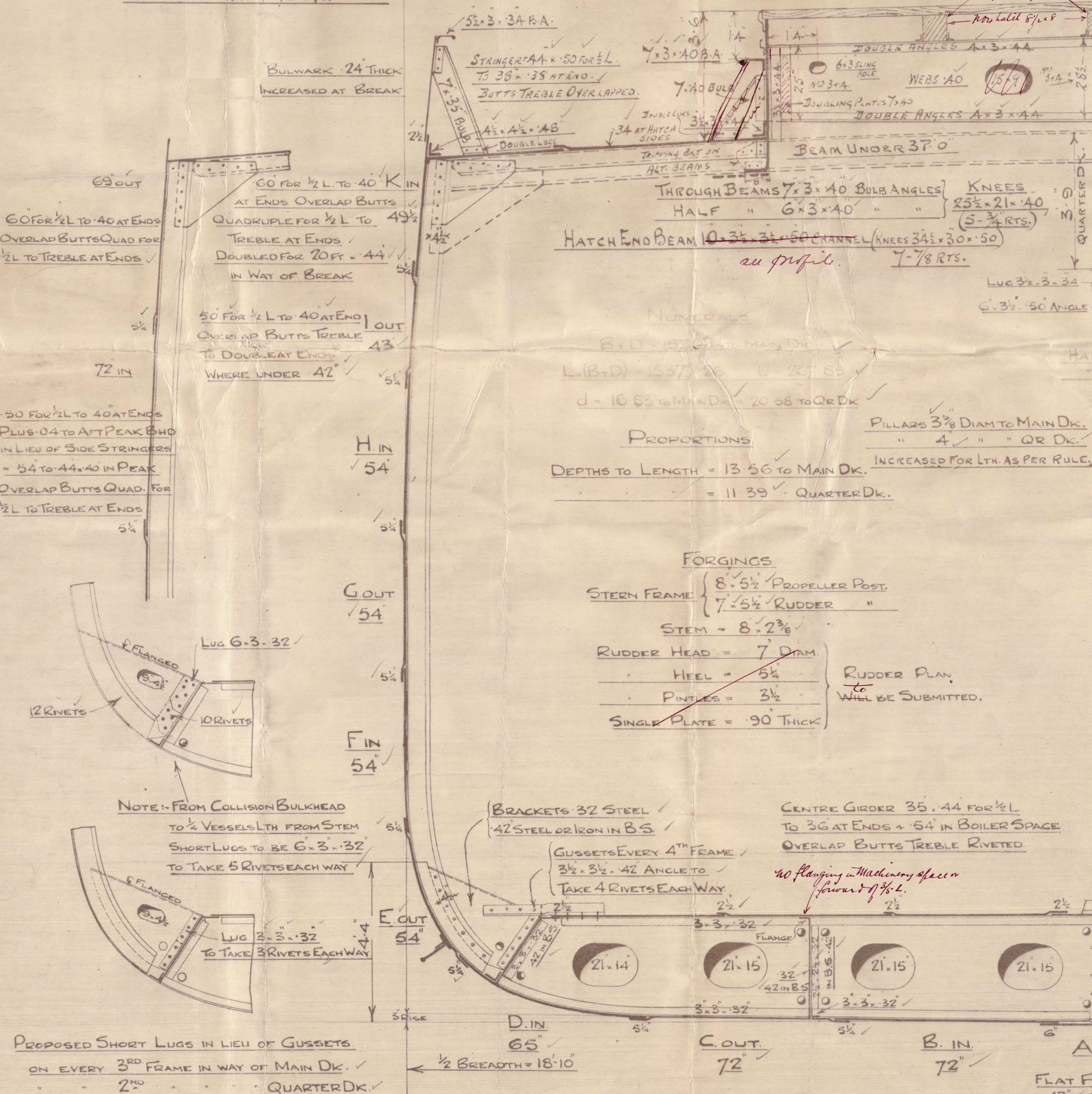
50° FOR  $\frac{1}{2}$  L. TO 40 AT ENDS ✓  
OVERLAP BUTTS TREBLE TO DOUBLE  
AT ENDS WHERE NOT EXCEEDING .42

SINGLE ANGLE 6" x 6" x 3/8" FROM  
COLLISION BULKHEAD TO 1/4  
VESSELS LENGTH FROM STEM  
WITH 9-3/4" RIVETS EACH WAY.

BILGE KEEL.  
8" x 40" BULB  
6" x 4" x 44" TEE BAR

NOTE :- BOSS PLATES 56 THICK.  
BOTTOM STRENGTHENED FORWARD AS PER RULE  
AFTER END PLATES SAME THICKNESS AS 20

4-9.16



JOHN CROWN & SONS. LTD.  
SHIPBUILDERS.  
STRAND SLIPWAY.  
SUNDERLAND  
Aug 29<sup>th</sup> 1916.

NO CEILING.

TANK TOP CENTRE STRAKE  
35' 40" FOR 1/2 L. TO 3/4 AT ENDS  
48 STEEL OR IRON IN BOILER SPACE  
OVERLAP BUTTS DOUBLE RIV  
ALL FLOORS 6 APT  
2 1/2 DOUBLE ANGLES 3.3 3.40 IN ENGINE SPACE & FORWARD OF 3/4 LTH  
3/4 DOUBLE IN E&B SPACE 2 1/2  
REVEDED FRAMES 3.3 3.32 DOUBLE W. SPACE TO MAIN GIRDER + DOUBLE ON BOILER  
3.4 4.50 TO 48  
2 1/2 SINGLE  
21x15  
4.4 4.50 TO 48  
42 IN  
WALL OF  
ENGINE  
ONLY  
3.3 3.32  
+ 42 IN B.S.  
TANK FLANGE 26.36  
E 46 IN BOILER SPACE  
G - 3/4 RIVETS  
TAKE 4 RIVETS EACH WAY  
12" BEYOND  
2 1/2  
FRAME + 42 STEEL OR IRON  
FLANGE IN B SPACE  
21x15  
21x14  
FLANGED  
42 IN B.S.  
5 1/2

FLAT PLATE KEEL  
43" x .76 FOR  $\frac{3}{8}$  L  
TO .56 AT ENDS.  
OVERLAP BUTTS QUADRUPLER FOR  
 $\frac{1}{2}$  L TO TREBLE AT ENDS

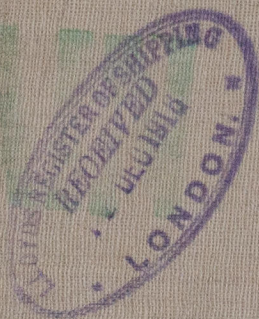
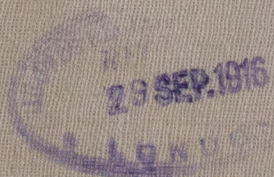
OVERLAP BUTTS QUADRUPE & TREBLE RIV<sup>D</sup>



AMENDED  
MIDSHIP SECTION  
J CROWN + SONS  
N<sup>o</sup> 161



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SLD RPT No 27180



W759 - 0079



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