

no 107 "St. Humide" (also retained in London) MIDSHIP SECTION NOS 107 & 108 SHIPS

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

2 DECK RULE 100 A.I. LLOYDS

270 x 39-6 EXT x 20-11 MOULDED

6 DEC

POOP 18
BRIDGE 62
FOOT 26-5
106-5
49-38
818453-94
1056-44

EQUIPMENT NUMBER

Y9-38

268-25

21293-68

1056-44

22350-42

EQUIPMENT NO

$\frac{1}{2}$ BREADTH 19-64
 $\frac{1}{2}$ GIRTH 38-04
DEPTH 21-40

Y9-38 FRAME NO

268-25

39x20

15846

63506

44628

15846

21293-6850 PLATING NO

DEPTHS TO LENGTH 12-36

FRAMES OF $5 \times 3 \times 20$ SPACED 24" APART
IN CELLULAR BOTTOM $3 \times 3 \times 20$

REVERSE FRAMES $3 \frac{1}{2} \times 3 \times 20$ EXTENDING TO
MAIN & UPPER DECKS ALTERNATELY
EXCEPT ABAFT AFTER PEAK BHD in way
WHERE ALL EXTEND TO UPPER DECK
AND FOR LENGTH OF FORECASTLE
WHERE THEY EXTEND TO MAIN & FOCLE
DECKS ALTERNATELY.

REVERSES UNDER TANK TOP OF $3 \times 3 \times 20$
DOUBLE UNDER ENGINE & BOILER BARRERS SPACE
BULKHEADS $\frac{1}{2}$ FLANGED STIFFENING
PLAN TO BE SUBMITTED

FLOORS AT ENDS $\frac{1}{2}$ FLANGED ON TOP EDGE

STEM $9 \times 2 \frac{1}{2}$ STERN POST $9 \times 5 \frac{1}{2}$ RUDDER $\frac{1}{4}$ DIAM
PINTLES $3 \frac{1}{2}$

CENTRE GIRDER 38×20

$5 \frac{1}{2} \times 4 \times 20$

$11-10$

20

GARBD 54×20

FLAT PLATE KEEL 36×20

BUTTSTRAPS DOUBLE TREBLE RIVETED

TANK TOP IN HOLDS $\frac{1}{2}$
- IN ENGINE SPACE $\frac{1}{2}$
- IN BOILER $\frac{1}{2}$
- INTERCOSTAL $\frac{1}{2}$ IN BOILER SPACE
- FLOORS $\frac{1}{2}$ UNDER BOILERS
- ANGLE CONNECTION $3 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{1}{2}$

CENTRE STRAKE 36×20
BUTTS DOUBLE OVERLAPPED

DOUBLE

SINGLE

SINGLE

SINGLE

SINGLE

SINGLE

SINGLE

SINGLE

SINGLE

SINGLE

SINGLE

SINGLE

SINGLE

SINGLE

SINGLE

SINGLE

TIE PLATE 14×20 BUTTS DOUBLE OVERLAPPED

UNDER 40-0

BEAMS OF $10 \times 6 \times \frac{1}{2}$ BULB TEES ON ALT FRAMES
EXCEEDING $\frac{1}{2}$ NOT MORE THAN $\frac{1}{3}$ LENGTH OF $6 \times 3 \times \frac{1}{2}$ BULB TEES
LESS THAN $\frac{1}{2}$ LENGTH $4 \times 5 \times \frac{1}{2}$ BULB TEES

PILLARS $3 \frac{5}{8}$ REELED FOR SHIFTING BOARDS
+ as per table S.I.A.

BUTTS DOUBLE FOR $\frac{1}{2}$ LENGTH
INTERCOSTAL PLATE 9×20 FOR
 $3 \frac{1}{2}$ LENGTH 6×20
ANGLE $5 \frac{1}{2} \times 4 \times 20$ FLANGE
PLATE ANGLES CUT AT BHD'S
BRACKETED
MARGIN PLATE 28×20
FORE END 25
AFTER $23 \frac{3}{4}$
TRIVETS $\frac{3}{4}$

SHELL RIVETING
ALL OUTSIDE STRAKES EXCEEDING 46"
INSIDE STRAKES EXCEEDING 54"
TO BE QUADRUPLE RIVETED
ALL OTHER SHELL TO BE TREBLE RIVETED
THROUGHOUT EXCEPT WHERE MARKED
ON THIS SECTION

Increased $\frac{1}{2}$ fore & aft to compensate for
side strake angle being light
 $\frac{11-9}{20} + \frac{1}{20}$ fore & aft for $\frac{1}{2}$ L
 $= \frac{13-10}{20} + \frac{1}{20}$ as above = $\frac{14}{20}$

$\frac{10-8}{20} + \frac{1}{20}$ fore & aft
 $\frac{11-9}{20} + \frac{1}{20}$ for $\frac{1}{2}$ L
 $= \frac{12-9}{20}$

$\frac{11-9}{20} + \frac{1}{20}$ for $\frac{1}{2}$ L

$\frac{12-9}{20}$

$\frac{11-9}{20} + \frac{1}{20}$ for $\frac{1}{2}$ L

$\frac{12-9}{20}$

$\frac{11-9}{20} + \frac{1}{20}$ for $\frac{1}{2}$ L

$\frac{12-9}{20}$

$\frac{11-9}{20} + \frac{1}{20}$ for $\frac{1}{2}$ L

$\frac{12-9}{20}$

$\frac{11-9}{20} + \frac{1}{20}$ for $\frac{1}{2}$ L

$\frac{12-9}{20}$

$\frac{11-9}{20} + \frac{1}{20}$ for $\frac{1}{2}$ L

$\frac{12-9}{20}$

Copy of Sir Robin Knox-Johnston
S. M. Neil, B. L. S.
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"Kabylie"

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