

CLASS 100 A.I. SHELTER DECK. THREE DECK RULE

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

### "C" SYSTEM OF FRAMING.

— EQUIPMENT № 44480-50.

2 BOWER ANCHORS	60 CWT.	STOCKLESS
1 - DO -	50 1/2	- DO -
1 STREAM	16 1/4	EX STOCK.
1 KEDGE	7	- DO -

270 FATHOMS OF 2<sup>3</sup>/<sub>16</sub> STD CHAIN CABLE.  
TOWLINE, HAWSERS & WARPS PER TABLE 22.

# LLOYDS NUMERALS

$\frac{1}{2}$ GIRTH	50.08
$\frac{1}{2}$ BREADTH	25.12
DEPTH	29.10

47.05  
 9.7.05  
 1.05  
 LENGTH  
 378.16  
 36794.96  
 CELLULAR DOUBLE BOTTOM GRADE

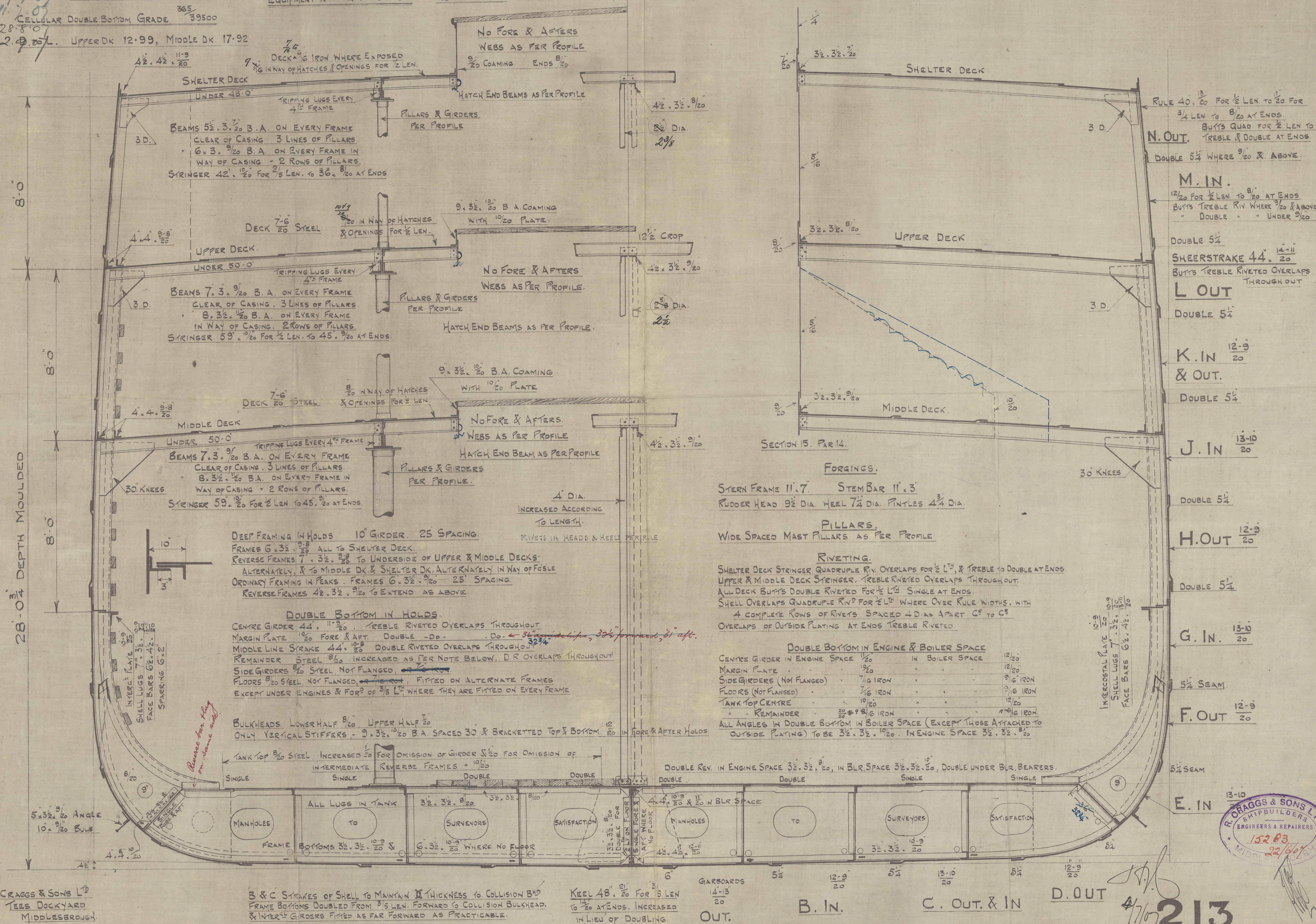
7.00  
 97.30  
 1<sup>ST</sup> NO 97/03  
 339  
 2<sup>ND</sup> NO 36800  
 365  
 39500

EQUIPMENT NUMERALS

1/2 GIRTH TO UPPER DECK	50.08
1/2 BREADTH	25.12
DEPTH TO UPPER DECK	29.10

	LENGTH	378.16
		39442.08
SHELTER DECK	=	4537.92
DECKHOUSES	=	500.50
EQUIPMENT NO		44480.50

428 / 46400 GRADES.



R. CRAGGS & SONS LTD  
TEES DOCKYARD  
MIDDLESBROUGH

B & C STRAKES OF SHELL TO MAINTAIN ~~1~~ THICKNESS TO COLLISION B'D  
FRAME BOTTOMS DOUBLED FROM 3/5 LEN. FORWARD TO COLLISION BULKHEAD.  
& INTER<sup>ST</sup> GIRDERS FITTED AS FAR FORWARD AS PRACTICABLE.

KEEL  $48'' \times \frac{21''}{20}$  FOR 5 LEN  
TO  $\frac{14''}{20}$  AT ENDS. INCREASED  
IN LIEU OF DOUBLING.

GARBOARDS  
14"-13"  
20  
OUT.

B. IN.

C. OUT. & IN

D. OUT

4/17/07 213

13-10

R. CRAGGS & SONS LTD.  
SHIPBUILDERS  
ENGINEERS & REPAIRERS  
15203  
22/6/07  
MIDDLESBROUGH

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S.S. No 213.

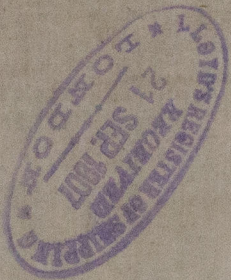
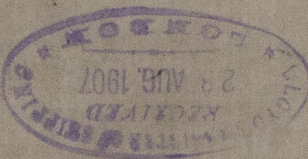
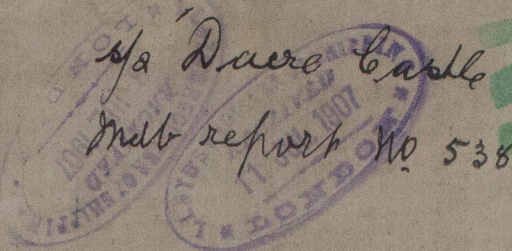
Amended Midship Section

of the "Ducro Castle"

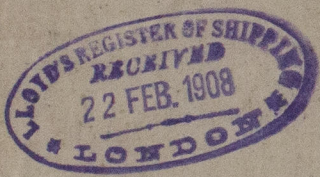
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