

5.3.19.

MIDSHIP SECTION

S. S. N^o 1129.

485-0.8P x 5

LLOYDS 100.A.1.

GALE. $\frac{1}{2}'' = 1$. FOOT.

50 NERS EXTRA SCANTLINGS ~

WHEN INCREASES ARE REQUIRED BY THE RULES THE ADDITIONS
GIVEN BELOW ARE TO BE ADDED ABOVE THESE INCREASES

02 ON SHELTER	K PLATING	FROM AT END OF N#4 HATCH
04 "	SHEERSTRAKE	TO FORWARD " N#1 "
04 STRAKE BELOW	SHEETER SHEERSTRAKE	
02 UPPER DECK	LATER FOR FULL LENGTH	
02 2 ND "		
04 2 ND STRAKE	LOW SHELTER DECK SHEERSTRAKE FOR 3 LENGTH AMIDSHIPS	
02 UPPER DECK	FOR 3 LENGTH AMIDSHIPS	
02 3 RD STRAKE	LOW SHELTER DECK SHEERSTRAKE FOR 3 LENGTH AMIDSHIPS	
10 ALL FLOORS	SIDE GIBBERS AND TANK TOP UNDER BOLLERS AND ALL	
THEIR ANGLES	CTIONS	
02 ON ENGINE ROOM	AND STOCKHOLD BULKHEADS; AND THESE BULKHEADS TO	
BE HEAVILY B	ACKETED TO THE DECKS.	

THE FOLLOWING STEERING TO BE ADDED TO THE VESSEL FOR ATLANTIC WORK
-04 ON SHELL PLANT
142 FRAME TO STEER
DEEP KNEES TO LOW
FRAME BOTTOMS DO
EIGHT REVERSE FR
STRINGER INCREASE
FRAMES IN FORE PE
FLOORS INCREASED
DOUBLE REVERSE BA

THING TO BE ADDED TO THE VESSEL FOR ATLANTIC WORK
G FROM KEEL TO ABOUT 6" BELOW 2ND DECK FROM ABOUT
2 TIER OF BEAMS IN FORE PEAK
RAILED FORWARD FROM ABOUT 142 FRAME TO COLLISION B^{SP}.
DES 4 1/4" X 30 IN N¹ HOLD.
IN N¹ HOLD FORWARD TO COLLISION BULKHEAD
K INCREASED 04 IN THICKNESS
DEPTH IN FORE PEAK
DOWN THRU BULK.

LLOYDS NUMBERS

$$\begin{array}{r} B' = 59.0 \\ \underline{35.0} \\ 94.0 \end{array} \quad \text{TRANSVERSE NUMBER}$$

$$\begin{array}{r} L' = 485.0 \\ \underline{45590} \end{array} \quad \text{LONGITUDINAL NUMBER}$$
$$\frac{1}{v} = \frac{485}{43} = 11.28.$$
$$d = 20' - 10\frac{1}{2}'$$

10 1/2 Sides depth of knee knee & thigh bracket
20.0

OL = 100 { IN WAY OF NO.1 HOLD (FORWARD)
WITH TIER OF BEAMS AND STRINGERS 1032 BELOW
2ND DECK + NO BRACKET ABOVE HORIZONTAL RINK SIDE

2 BOWER ANCHORS STOCKLESS 85½ CWTs EACH }
1 " " " " 73½ " " }
1 STREAM ANCHOR 25 CWT EX. STOCK. ✓
1 KEDGE " 12 " " " ✓
300 FMS. 2½" STUD CHAIN CABLE. ✓
120 " 5¼" STEEL STREAM WIRE. ✓
130 " 6 " WIRE TOWLINE. ✓
4 MANILLA WARPS EACH 8' x 100 FMS. ✓

TWO ROWS OF WIDE SPACED BUILT PILLARS
WITH GIRDERS. SPECIAL PLAN TO BE SUBMITTED

W.T.BULKHEADS, TO RULES, EXTENDED TO
SHELTER DECK TO BE SUBMITTED

FRAMES

FRAMES SPACED 27" APART FORWARD OF 7' LENGTH AND 6'
24 IN PLANKS
36 AHEAD ELSEWHERE, GRADUALLY REDUCED TO TOP OF ART PANEL
~~SEE PROFILE~~ *90' (see letter 11/4/41)*
FRAMES 12 x 48 BA TO 2 DECK WITH SEVEN DECK.
9-33' 48 BA. SCRAMPTON EXTENDING TO 10' UPPER DECK ALTHOUGH
FRAME IN THIS CASE COULD BE USED FOR TWO DECKS.
FRAMES 12 x 48 BA. SCRAMPTON EXTENDING TO 10' UPPER DECK ALTHOUGH
FRAME IN THIS CASE COULD BE USED FOR TWO DECKS.
INTERMEDIATE FRAMES IN SHELTER TWEEN DECKS 4+4 SCRAMPTON 8 BELOW UPPER
FRAMES IN FORE PEAK 8-33' 48 BA. EXTENDING TO SHIP'S BACK
ART 8-33' 48 BA. EXTENDING TO SHIP'S LOWER DECKS ALTHOUGH

TING
 8 WHERE RULE FRAME SPACING
 .56 ENGINE SPACE
 RULAP BUTTS, STAMS SINGLE RIV?
 G66
 CENTRISTRAM? INCREASED .00 IN LIEU OF
 HATCHER

56 58 IN BOLLER
 ABOVE RUL DEPTH IN CON
 WITH
 CENTRE GROSSER
 TRELL
 RULAP BUTTS
 BUTTS

56 58 IN BOLLER
 ABOVE RUL DEPTH IN CON
 WITH
 CENTRE GROSSER
 TRELL
 RULAP BUTTS
 BUTTS

TO 58" 52 WIDE RLS FRAME SPACING
WRAP BUTTS, TREBLE WHERE NOT
DOUBLE RIVET BEAMS. RIVETING IN
INCREASED NUMBER STRAKE IS OVER 24 WIDE
26 STRAKES ARE 84" WIDE ALL

SECTION IN WAY OF

NOS 1 AND 5 HOLDS

This not adopted in
No 1 + 5 words. J. J.
Ordinary playing fitted H. 3. 19.
+ 1000 words carried up
In No 5. ~~as~~ as per Register
MS

SHAW, MONTE & WIGMAN RICHARDSON, L.L.C.
SUPERVISORS & ENGINEERS
FEB. 10th 1919
DATE FEB 6 1919
PLAN NO. 10111
13/1129
WALLSEND SHIPPING
WALLSEND-ON-TYNE

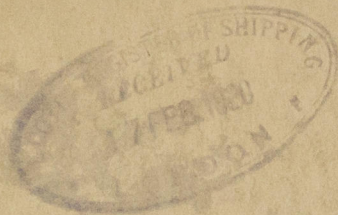
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Lloyd's Register
Foundation

Swan Hunter's No. 1129

Wallsend-on-Tyne.

Midship Section

Dep. in London Office



RETAIN

S.S. "CITY OF PARIS."

NEWCASTLE ON TYNE.

Report No. 144836

52-3-36

2 1/2 P.P. DECK

PLATING OVER HOUSES INCREASED UNDER



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