

TO BRITISH CORPORATION B.S.*.M.B.S.*.

~~(WITH FREEBOARD.)~~

EQUIPMENT. ✓ AS PER SPECIFICATION.

1	STOCKLESS BOWER ANCHOR.	31	CWT.
1	"	31	"
1	"	15	"
1	KEDGE ANCHOR	5	CWT.
240	FATHOMS $1\frac{3}{4}$ STD CHAIN CABLE.		
15	"	$1\frac{1}{2}$	" " " ST.
105	"	11	" MANILLA HANSE.
2 AT 90	"	$6\frac{1}{2}$	" HARPS.
50	"	$5\frac{1}{2}$	" WARS.
100	"	$3\frac{3}{4}$	" STEEL WIRE.

COEF OF DISPLACEMENT AT
4 1/5 - DEPTH = .795.

DECK PLATING BUTTS OVERLAPPED AND DOUBLE
RIVETED FOR $\frac{3}{16}$ LEN. SINGLE AT ENDS.
SEAMS ALL SINGLE RIVETED.

DECK PLATING $\frac{15}{40}$. $\frac{10}{40}$? FORWARD OF COLLISION BHA
 $\frac{10}{40}$? AFT OF BOILER ROOM BULKHEAD
FORECASTLE DECK $\frac{10}{40}$.

DECK PLANS TO BE SUBMITTED.

STRINGER $5\frac{1}{4} \times \frac{25}{140}$ FOR $\frac{1}{2}$ LEN TO $36 \times \frac{15}{140}$
 BUTTS OVERLAPPED AND QUADRUPLE
 RIVETED FOR $\frac{1}{2}$ LEN. TREBLE AT ENDS.
 $\frac{3}{4}$ RIVETING THROUGH BEAMS

SHEERSTRAKE 56 x $2\frac{1}{4}$ FOR $\frac{1}{2}$ LEN
TO $1\frac{1}{4}$. BUTTS OVERLAPPED AND
QUADRUPLE RIVETED FOR $\frac{1}{2}$ LEN
TREBLE AT ENDS.
 $3\frac{1}{4}$ RIVETS IN FRAMES.
CARGO DOORS TO BE KEPT AS LOW
AS POSSIBLE WITH DOUBLING
ABOVE AS REQUIRED

BEAM KNEES $25 \times 18 \times \frac{19}{40}$
6 @ $\frac{3}{4}$ " RIVETS

WHOLE BEAMS AND $7 \times 3 \times \frac{1}{40}$ B.A. ON ALTERNATE FRAMES REDUCED
TO $8 \times 3 \times \frac{1}{40}$ WHERE UNDER 90% OF MIDSHIP LENGTH.
 $\frac{1}{2}$ BEAMS $8 \times 3 \times \frac{1}{40}$ B.A. IN WAY OF E & B OPENING.
DO. $7 \times 3 \times \frac{1}{40}$ " " HATCHES. } ON ALTERNATE FRAMES.
FORECASTLE DE $8 \times 3 \times \frac{1}{40}$ B.A. ON ALTERNATE FRAMES.
" " KNEES $15 \times 35 \times \frac{1}{40}$.

DECK PLATING $\frac{15}{16}$ " $\frac{10}{16}$ " FORWARD OF COLLISION BULKHEAD
ALSO $\frac{10}{16}$ " AFT OF BOILER ROOM BULKHEAD (DECK PLAN TO BE SUBMITTED)
BUTTS STRAPPED AND DOUBLE RIV^d FOR $\frac{3}{4}$ LEN. SINGLE ATTENDS.
SEAMS SINGLE RIV^d. SEAM STRAPS INTERCOSTAL
BETWEEN BEAMS.

— LUG $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{1}{2}$.
— $9 \times 3 \times \frac{18}{40}$ B.A.
4 $\phi \frac{7}{8}$ RIVETS IN
PILLAR.

$9 \times 3 \times \frac{16}{40}$ B. A. ROUND HATCHES.

7'3" x 15' ¹/₄ AT HATCHES.
8'3" x 17' ¹/₄ E & B. OPENING
KNEES 25' x 18' x 11' ¹/₄
6 x 7' ³/₄ RIVETS.

55 * $19/40$ TO $15/40$.

$$3 \times 3 \times \frac{15}{40}$$

$$3\frac{1}{2} \times 3\frac{1}{2} \times \frac{15}{40} \text{ TO } \frac{13}{40}$$

BEAM KNEES 30×24
 $2\frac{1}{4}$ " TO $1\frac{9}{10}$ " WHERE UNDER
 $75\frac{1}{10}$ MIDSHIP LENGTH.
 7 @ $3\frac{1}{4}$ RIVETS.
 OR IF FLANGED $1\frac{8}{10}$ ".

BEAMS $10 \times 3\frac{1}{2} \times \frac{7}{8}$ I.B.A. ON ALTERNATE FRAMES REDUCED TO
 $9 \times 3 \times \frac{7}{8}$ WHERE UNDER 90% MIDSHIP LENGTH. } $7 \times 3 \times \frac{7}{8}$ I.B.A.
OR $8 \times 3 \times \frac{7}{8}$
ON ALT. FRAMES
BEAMS $9 \times 3 \times \frac{7}{8}$ IN WAY OF L & B OPENINGS
" " $8 \times 3 \times \frac{7}{8}$ " " HATCHES
16 O.H.E. BEAM TO HAVE REVERSE ANGLE $\frac{1}{2} \times 3 \times \frac{7}{8}$ →
FRAMES $7 \times 3 \times \frac{7}{8}$ I.B.A. FROM 8 TO 102 AND $8 \times 3 \times \frac{7}{8}$ FROM
103 TO 114. SPACED 2' APART.
FRAMES IN FORE PEAK $7 \times 3 \times \frac{7}{8}$ I.B.A. SPACED AS PER PROFILE
SINGLE ANGLE FRAMES AT BIDS $5 \times 5 \times \frac{7}{8}$ I.B.A.
FRAMES IN AFTER PEAK $7 \times 3 \times \frac{7}{8}$ I.B.A. 2' APART.

32
 8" $2\frac{1}{4}$ " TO 8" $1\frac{7}{8}$ "
 BELLOR POST 8" $5\frac{1}{2}$ " TO 8" $4\frac{1}{2}$ "
 OVERHEAD 7" PINTLE 4" DIAM.

PLAN TO BE SUBMITTED

PILLARS $4\frac{7}{8}$ SOLID 8.0. APART
AS PER PROFILE WITH
4 ϕ 1" RIVETS IN HEAD & HEEL

H.E. BEAM.
WHERE CUT FOR FRAME

B. A. 2 MATCHES.
- 2 E & B. OPENINGS
KNEES $30 \times 24 \times 2\frac{1}{4}$
7 2 $\frac{3}{4}$ RIVETS.

FENDERS 12 x 7 OAK
ANGLES 4 x 3 x $\frac{15}{16}$

TRINGER PLT $12/40$.
 $15/40$ IN BOILER SPACE
 ANGLE $7 \times 3\frac{1}{2} \times 19/4$

71 * $19/40$ to $15/40$

CHANNEL NOT CONNECTED
NEES 5/16 FLANGED

TANK TOP PLATING $\frac{1}{4}$ " FOR $\frac{1}{2}$ " LEN TO $\frac{15}{16}$ " AT FORE END. $\frac{20}{16}$ " UNDER BOILERS.
BUTTS STRAPPED AND DOUBLE RIVET. SEAMS STRAPS SINGLE
RIVET CONTINUOUS.

FLOORS $\frac{5}{8}$ " ON ALTERNATE FRAMES. $\frac{6}{8}$ " IN E & B SPACE ON EVERY FRAME.
FRAMES ON FLOORS $3 \times 3 \frac{9}{16}$. $3 \times 3 \frac{9}{16}$ IN E & B. SPACE & FOR 2ND
REVERSES - " $3 \times 3 \frac{9}{16}$ " " " " "
DOUBLE REVERSES UNDER ENGINEER WAS IN PAINTED REVERSES

KNEES $30 \times 30 \times 2\frac{1}{4}$
TO $19\frac{1}{4}$. 8 @ $3\frac{1}{4}$ RNETS
H.E. BEAM.
WHERE CITY SAG. FORM

67" x $\frac{1}{4}$ " TO $\frac{15}{16}$ " THIS STRAKE
INCREASED $\frac{6}{16}$ " FOR 138 FT
AT BILGE IN LIEU OF FENDER
RIVETING TO ORIGINAL THICKNESS

5/16 FLANGE

5x3 x 5/16
GIRDERS 5/16 FLANGED
TOP AND BTM.
ANGLES 3x3, 5/16

5/16 FLANGED

GIRDERS 5/16
FLANGED
TOP & BTM

5/16

$3 \times 3 \times \frac{1}{16} - \frac{3}{16}$ FORM 9

No FLANGING IN WAY OF ENGINES

CEILING $\frac{3}{16}$ LOWER.
TO BE PORTABLE.

$\text{AVG } 3.3 \pm \frac{1}{4}$
 2.10
 $\text{KNEE } 2.10 \times 2.6$
 FLANGED IN EDGE

LIGHTENING HOLES 3" DIA

3 STRIKES AT BOTTOM TO MAINTAIN MIDSHIP THICKNESS
FORWARD TO COLLISION END
AND SPACING OF INTERCOSTALS
REDUCED AS REQUIRED.

KEEL 48 x 28/40 TO 23/40. FORM 2
DOUBLE STRAPS & TREBLE RIVT
STEEL RIVETS IN KEEL ONLY

INTERCUSTALS AT FORE END SPACED 3'-6" APART.
BUTTS OF SHELL PLATING OVERLAPPED &
TREBLE RIVETED FOR $\frac{1}{2}$ LEN. DOUBLE AT ENDS.
MATERIAL INTENDED FOR COLD FLANGING TO BE SPECIFIED
TO THE MAKERS AND MARKED P.C.

R STEPHENSON

TRANSFERRED TO
L. R. SYSTEM

Nº 1108

TRANSFERRED TO
L. R. SYSTEM

MIDSHIP SECTION

55 EDMONTON



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Lloyd's Register
Foundation

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