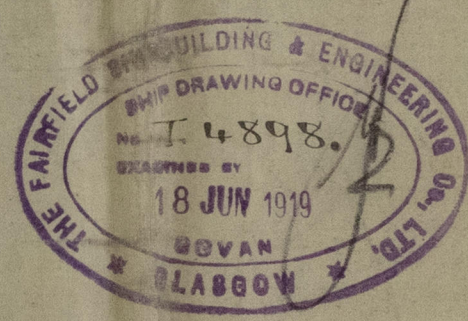


T.S.S. N° 595. MIDSHIP SECTION.

550'-0" B.P. x 70'-0" x 42'-9" M^{LD} to 'C' DECK.

SCALE. 1/4" = ONE FOOT.

TO CLASS BS* BRITISH CORPORATION



HYDRAULIC RIVETING: VERTICAL KEEL, GARBARDS & CONNECTIONS
TO VERTICAL KEEL, CENTRE PLATE OF INNER BOTTOM & CONNECTIONS
TO VERTICAL KEEL, SHEERSTRAKES & STRINGERS FORMING THE
TOP MEMBER OF GIRDER, BEAM KNEES (ON ALL DECK),
DECK GIRDERS & INTERCOSTALS IN D.B. UNDER ENGINES,
TO APPROVAL & WHEREVER PRACTICABLE, ALL RIVETS TO BE OF IRON.

EXTRA DECK FITTED
See PLAN N° 48 Section showing additional Promenade deck

EQUIPMENT NUMERALS

COEFFICIENT AT 8D = 694	550'70" x 42'9" x 75' = 12343
HULL	446'70" x 5'5" x 50' = 1279
SHELTER TWEEN DECKS	245'70" x 9'5" x 35' = 658
BRIDGE TWEEN DECKS	1340
PROMENADE TWEEN DECKS	530'50" x 44' x 9'5" x 30' = 169
BOAT DECK ETC.	467
EQUIPMENT NUMBER	13737

EQUIPMENT

- 3 BOWER ANCHORS EACH 115 CWTs STOCKLESS @ 137 cwt.
- 1 STEAM ANCHOR 36 CWTs EX STOCK
- 1 KEDGE ANCHOR 15 1/2 CWTs EX STOCK
- 330 FATHOMS 2 1/2" STUD CHAIN CABLE
- 100 FATHOMS 5/8" STEEL WIRE TOWLINE
- 40 FATHOMS 7" STEEL WIRE TOWLINE
- 3 AT 30 FATHOMS 2 1/2" STEEL WIRE HANSE
- 13 AT 90 FATHOMS 2 1/2" STEEL WIRE WARDE

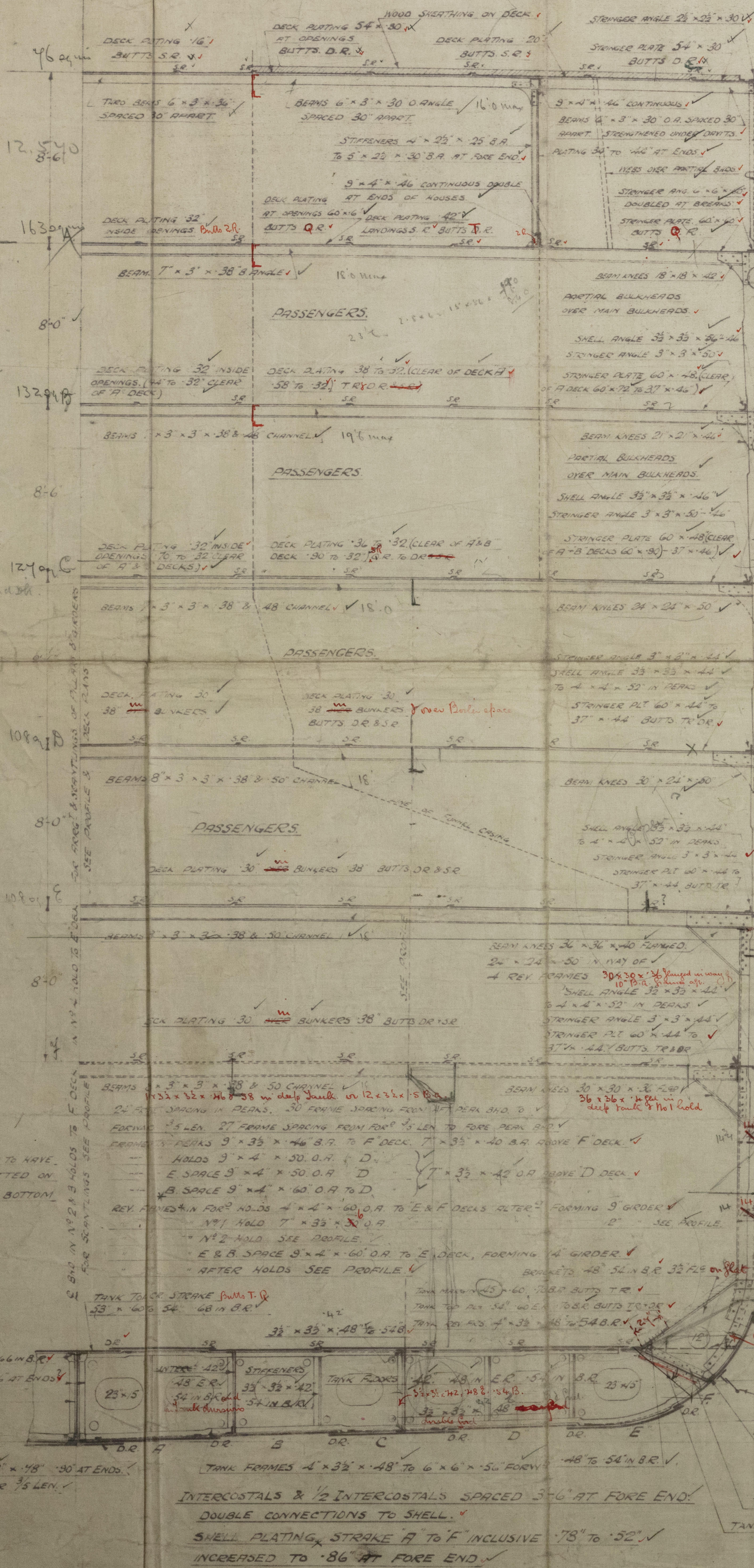
See letter from Builders 28.1.20.

RIVETING

- KEEL PLATE - TREBLE RIVETED STOPS IN WAY OF CURB PLATE
- QUADRUPLE RIVETED BUTTLAP IN WAY OF CURB PLATE
- CENTRE GIRDERS - TREBLE RIVETED BUTTLAP ALL FORE & AFT
- TANK TOP CENTRE STRIKE - TREBLE RIVETED BUTTLAP ALL FORE & AFT
- TANK TOP PLATING - TREBLE RIVETED BUTTLAP FOR 1/2 LENGTH DOUBLE RIVETED AT ENDS
- SHELL PLATING - QUADRUPLE RIVETED BUTTLAP, TREBLE AT ENDS, EXCEPT IN WAY OF BREAKS
- AT BREAKS - 2 STRIKE QUADRUPLE BUTTLAP TO QUADRUPLE & TREBLE BUTTS AT ENDS
- D - QUADRUPLE
- R - QUADRUPLE

- BOAT DECK - STRINGER PLATE DOUBLE RIVETED ALL FORE & AFT
- DECK PLATING DOUBLE RIVETED WHEN 30" SINGLE RIVETED UNDER 30" AT ENDS
- A DECK - STRINGER PLATE BUTTS DOUBLE RIVETED ALL FORE & AFT
- PLATING BUTTS DOUBLE RIVETED SINGLE AT ENDS
- B DECK - STRINGER PLATING BUTTS TREBLE RIVETED, DOUBLE AT ENDS
- STRINGER CLEAR OF A DECK QUADRUPLE BUTTS TO DOUBLE RIVETED AT ENDS
- DECK PLATING BUTTS DOUBLE TO SINGLE RIVETED AT ENDS
- C DECK - STRINGER PLATE BUTTS TREBLE RIVETED FOR 1/2 LEN. DOUBLE AT ENDS
- CLEAR OF A & B DECK QUADRUPLE RIVETED BUTTS TO DOUBLE AT ENDS
- DECK PLATING BUTTS DOUBLE RIVETED TO SINGLE RIVETED AT ENDS
- CLEAR OF A & B DECK QUADRUPLE RIVETED TO SINGLE AT ENDS
- D, E & F DECK - STRINGER PLATE BUTTS TREBLE RIVETED TO DOUBLE AT ENDS
- DECK PLATING BUTTS DOUBLE RIVETED TO SINGLE AT ENDS
- SHELL LANDINGS DOUBLE RIVETED THROUGH, TREBLE RIVETED IN WAY OF BREAKS
- TANK TOP - SEAMS OF CENTRE STRIKE DOUBLE RIVETED ALL FORE & AFT
- SEAMS OF MARGIN PLATE & REMAINING STRIKES SINGLE RIVETED ALL FORE & AFT
- SEAMS OF DECK STRINGERS & PLATING ABOVE '78" TO BE DOUBLE RIVETED
- UNDER '78" " " SINGLE

BEAMS IN N° 1 & 2 HOLDS TO HAVE
2" x 4" x 30" ANGLES FITTED ON
BACK, OUTSIDE DOUBLE BOTTOM
UP F DECK



REVERSE FRAMES DOUBLE UNDER ENGINES, BOILER BEARERS & THRUST BLOCKS

19 JUN 1919

Approved J.H.
See letter 28.6.19

25' x 27'5" x 16'6" x 6'10" = 159
25' x 23'5" x 17'2" x 9' = 162
25' x 14'5" x 16'6" x 11' = 152
25' x 14'5" x 16'6" x 11' = 152

5'6" x 4'2" x 16'6" x 6'10" = 125
25' x 23'5" x 17'2" x 9' = 162
25' x 14'5" x 16'6" x 11' = 152
25' x 14'5" x 16'6" x 11' = 152

25' x 23'5" x 17'2" x 9' = 162
25' x 14'5" x 16'6" x 11' = 152
25' x 14'5" x 16'6" x 11' = 152
25' x 14'5" x 16'6" x 11' = 152

25' x 23'5" x 17'2" x 9' = 162
25' x 14'5" x 16'6" x 11' = 152
25' x 14'5" x 16'6" x 11' = 152
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25' x 23'5" x 17'2" x 9' = 162
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25' x 14'5" x 16'6" x 11' = 152
25' x 14'5" x 16'6" x 11' = 152

Approved *YH*
See Letter 27.6.19

MIDSHIP SECTION.

50'-0" B.P. x 70'-0" x 42'-9" M^{LD} TO "C" DECK.

E. $\frac{1}{4}" = \text{ONE FOOT.}$

BRITISH CORPORATION

HYDRAULIC RIVETING :- VERTICAL KEEL, GARGUARDS & CONNECTIONS
TO VERTICAL KEEL, CENTRE PLATE OF INNER BOTTOM & CONNECTIONS
TO VERTICAL KEEL, SHEERSTRIKES & STRINGERS FORMING THE
TOP MEMBER OF GIRDER, BEAM KNEES (ON ALL DECK),
DECK GIRDERS & INTERCOSTALS IN D.B. UNDER ENGINES,
TO APPROVAL & WHEREVER PRACTICABLE, ALL RIVETS TO BE OF IRON.

EXTRA DECK FITTED
See PLAN No 48. Section showing additional Promenad deck

$2.5 \times 27.5 \times 16.6 \div 101 = 189$
 $= 14.5$

 $2.5 \times 23.0 \times 17.5 \div 101 = 100$
 $= 14.5$

 $2.5 \times 14.5 \times 16.6 \div 101 = 13\frac{1}{2}$ from
Step 14"

$$\begin{array}{r} 570 \\ \times 002 \\ \hline 114 \end{array}$$

$$\begin{array}{r} 570 \\ \times 001 \\ \hline 228 \end{array}$$

7. Trains
 $2.5 \times 2.1 \times 5.16 \times 16.6 \times 006.12 \times 7$
 $2.5 \times 33 \times 17.5 \times 0066 \times 985$
 $\times 16.4 \times 48 \times 56 \quad 2.59$
 0053×100
 0053×76
 $\approx 12.1 \times 4 \times 16 \times 56 \approx 20.58$
Note $14 \times 4 \times 5.6 \approx 258 <$

[illegible]

$= 12.4\% \cdot 1.14 + 5.11 = 17.35$

E-F kann auch:

$2.5 \times 23.5 \times 10 \times 10 \times 0.066 = 39.9$

✓ $= 91.31 + 38.246 = 10.56$ ^{91.31} _{10.56}

Thema prüfen

$2.5 \times 17.5 + 7.5 \cdot 7.5 \times .01 = 24.6$

$2.5 \cdot 17.5 + 17.5 \times .01 = 20$

✓ $= 91.31 + 24.6 = 10.56$ ₂₀

$24.6 \times \frac{21}{100} = 5.166$

$20.066 = 13 = 9.11 + 5$

$$4 \cdot \frac{1}{2} \cdot (11 + 17) = 157$$

$$12.5 = 24.4$$

$$35.0 = 8.0$$

$$35 - 40 = (19.5 + 33)$$

$$1000$$


$$16.4 \times 42.4 = 46.65 + 18$$

$$1000$$

$$30$$

INCLUSIVE 18 to 30 ✓
 BE STRENGTHENED FOR ICE ✓
 AND, IN THE VICINITY OF N.A.

[illegible]

 Lloyd's Reg
Foundation
003175-003180-0013

(A) $\frac{1}{2}$ average value D 16 sec.

$$576 = 70 + 32 \cdot 4 \cdot x \cdot 699$$
$$\frac{160}{160}$$

D+C.

$$576 = 70 \times 8 \cdot 4 \cdot x \cdot 45$$
$$\frac{180}{180}$$

E+B.

$$474 = 70 \times 8 \cdot 5 \cdot x \cdot 75$$
$$\frac{200}{200}$$

E+A.

$$344 = 70 \times 8 \cdot x \cdot 75$$
$$\frac{200}{200}$$

C+A.

$$250 = 40 \times 8 \cdot 5 \cdot x \cdot 45$$
$$\frac{200}{200}$$

Type of Cable		Equipment	Weight
(B)	10mm x 4mm "C" Wack 1000 570 x 40 x 40 x 40 x 40 1000	12350	12350
(B)	10mm x 40 x 85 x 40 1000	1410	1410
(B)	10mm x 40 x 85 x 40 1000	1515	1515
(B)	10mm x 40 x 85 x 40 1000	3200	3200
(B)	10mm x 40 x 85 x 40 1000	14795	14795

Required Draft. 28'-9"
 Draft as Shell Deck 28'-0"
 " as Fresh Deck $\frac{1}{2}$ C 30'-6"
 20.9.1810
 500
 9
 20 - 28

00375-00380-0015

1 STEEL ANCHOR 36 CENTS EX
1 KEDGE ANCHOR 15 1/2 CENTS EX
✓ 330 FATHOMS 2 7/8" STUD CHAIN
✓ 125 FATHOMS 5 1/2" STEEL WIRE
✓ 120 FATHOMS 7" STEEL WIRE
✓ 3 AT 30 FATHOMS 2 3/8" STEEL
✓ 3 AT 90 FATHOMS 2 3/8" STEEL

See letter from h

RIVETING

KEEL PLATE - TREBLE RIVETED STRIPS IN WAY OF DOUBLE BUTTLAP

QUADUPLE RIVETED BUTTLAP IN WAY OF CENTRE GIRDER

CENTRE GIRDER & NAVALY PLATE - TREBLE RIVETED BUTTLAP

TANK TOP CENTRE STRIKE - TREBLE RIVETED BUTTLAP ALL

TANK TOP PLATING - TREBLE RIVETED BUTTLAP FOR $\frac{1}{2}$ LENGTH

SHELL PLATING - QUADUPLE RIVETED BUTTLAP TREBLE & DOUBLE RIVETED

AT BREAKS - 4 STRIKE QUADUPLE BUTTLAP TO QUADUPLE

*the Place the
drawing belongs*

O	"	
D	QUADRUPLE	✓
X	QUINTUPLE	✓

BOAT DECK - STRINGER PLATE DOUBLE RIVETED ALL FORDS
DECK PLATING DOUBLE RIVETED WHEN 30 SIM
A DECK - STRINGER PLATE BUTTS ^{double rivet} ~~SINGLE~~ RIVETED ALL
PLATING BUTTS ^{double rivet} ~~SINGLE~~ RIVETED
PLATING IN WAY OF CORNERS TEEBLES RIVETED
B DECK - STRINGER PLATING BUTTS ^{quadruple rivet} ~~TEEBLE~~ RIVETED
STRINGER CLEAR OF A DECK QUADRUPLE BUTTS
DECK PLATING BUTTS DOUBLE TO SINGLE

Dec 28
C. DECK :- STRINGER PLATE BUTTS TREBLE RIVETED TO
" CLEAR OF A & B DECK'S QUARTERS
DECL PLATING BUTTS DOUBLE RIVETED TO
" CLEAR OF A & B DECK'S QUARTERS
D, E & F DECK'S :- STRINGER PLATE BUTTS TREBLE RIVETED TO
DECL PLATING BUTTS DOUBLE RIVETED
SHELL LANDINGS DOUBLE RIVETED THROUGHOUT, TREBLE RIVETED
TANK TOP :- SEAMS OF CENTRE STAKE DOUBLE RIVETED
SEAMS OF MARGIN PLATE & REMAINING STX
SEAMS OF DECK STRINGERS & PLATING ABOVE 78 TO

$42.4 \times 4 = 169.6$
 $29.8 \times 9 = 268.2$

BOAT DECK
4 CAMBER

$560 \times 70 \times 42.4 \times 4 = 11730 = 75 = 12$
 $560 \times 70 \times 8.5 \times 4 = 1696$

251044 CND

LOWER DECK
4 CAMBER

$580 \times 70 \times 42.75 \div 75 = 12343$
 $441 \times 70 \times 8.5 \div 50 = 1219$
 11400
 $245 \times 70 \times 9.5 \div 375 = 658$
 1340
 530
 $150 \times 44 \times 8.5 \div 30 = 169$
 467 Boat Deck
 150
 3737
 14994

12343
 2000
 1316
 874
 420
 376
 17331

BRIDGE DECK
4 CAMBER

WITS STOCKLESS ~~2~~ @ 137 cwt. ^{With lead}
 U @ 115 cwt. ~~2~~ ^{CHUTES or "C" DECK}
 STOCK ✓ 4 CAMBER Builders 28-1-20
 STOCK ✓
 CABLE ✓ 2 15/16" cable
 TONLINE ✓
 WIRE HAWSER ✓
 WIRE WARD ✓
 Builders 28-1-20
 507

1. Plating
 2. Plating Plate
 3. Plating Frame not shown
 4. ALL FIVE & AFT 1. Bole, Roger, and
 5. FOR & AFT by
 6. DOUBLE RIV AT ENDS ✓
 7. ENDS EXCEPT IN WAY OF BRIGGS ✓
 8. DOUBLE & TREBLE CUTTS AT ENDS ✓
 9. Shells plan

63.

3 AFT ✓
GLE RIGGED UNDER 35 AT ENDS ✓
FIVE & AFT ✓
ENDS. ? Double at End
TO BUTTS TO DOUBLE & SINGLE AT ENDS.
DOUBLE AT ENDS. ✓
TO DOUBLE ENNET AT ENDS ✓
QUARTER AT ENDS.

See
LOWER OR "F" DECK.
CAMBER

PERMAN IN N°1 & 2 HOLDS TO N°1
4" x 4" x 50" ANGLES FITTED
BACK, OUTSIDE DOUBLE BOTTOM
UD "F" DECK ✓

DOUBLE & SINGLE RIVET AT ENDS.
OR $\frac{3}{4}$ LEN. DOUBLE AT ENDS. ✓
OR RIVETED BUTTS TO DOUBLE AT ENDS. ✓
SINGLE RIVETED AT ENDS.
RIVET TO SINGLE AT ENDS.
DOUBLE AT ENDS. ✓
TO SINGLE AT ENDS. ✓
IN WAY OF BREAKS. ✓
TAKED ALL FORE & AFT. ✓
MAKES SINGLE RIVETED ALL FORE & AFT. ✓
BE DOUBLE RIVETED. ?
KEEL PLATE 53" x 1/2"
WITH 78 DOUBLING FOR 3/4"

Hand-drawn technical drawing of a ship's deck plan, showing various structural components, dimensions, and annotations. The drawing includes labels for beams, stringers, bulkheads, and deck plating, along with handwritten notes and measurements.

Annotations and Dimensions:

- DECK PLATING 1/4"** (multiple locations)
- BUTTS 5/8"** (multiple locations)
- STANCHION ANGLE 2 1/2" x 2 1/2" x 10'**
- STANCHION ANGLE 5/8" x 3"**
- BEAMS 6" x 8" x 30' 0" ANGLE**
- SPACED 30" APART**
- STANCHION 4" x 2 1/2" x 25' 8"**
- 5" x 2 1/2" x 30' 8" AT SIDE ENDS**
- 9" x 4" x 46' CONTINUOUS**
- BEAMS 6" x 8" x 30' 0" ANGLE**
- SPACED 30" APART**
- STANCHION 4" x 2 1/2" x 25' 8"**
- STANCHION 5" x 2 1/2" x 30' 8" AT SIDE ENDS**
- DECK PLATING 3/8"**
- INSIDE BEAMS 6" x 8"**
- BUTTS 5/8"**
- LONGWOODS 5" x 3" x 10'**
- BEAM 7" x 3" x 38' 8" ANGLE**
- PASSENGERS**
- DECK PLATING 3/8"**
- INSIDE BEAMS 6" x 8"**
- BUTTS 5/8"**
- STANCHION ANGLE 2 1/2" x 2 1/2" x 10'**
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- DECK PLATING 3/8"**
- INSIDE BEAMS 6" x 8"**
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- STANCHION 5" x 2 1/2" x 30' 8" AT SIDE ENDS**
- DECK PLATING 3/8"**
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- DECK PLATING 3/8"**
- INSIDE BEAMS 6" x 8"**
- BUTTS 5/8"**
- LONGWOODS 5" x 3" x 10'**
- BEAM 7" x 3" x 38' 8" ANGLE**
- PASSENGERS**
- DECK PLATING 3/8"**
- INSIDE BEAMS 6" x 8"**
- BUTTS 5/**

[illegible][illegible][illegible]

DOUBLE CONNECTIONS TO SHELL. ✓
SHELL PLATING, STRAKE A TO F INCLUSIVE .78" TO .52" ✓
INCREASED TO .86" AT FORE END. ✓

REVERSE FORMES DOUBLE UNDER ENGINES. BOILER BECKERS & TRUST BLOCKS. ✓

$\frac{I}{2} \times \frac{O}{2} = \frac{A}{4}$

PLATE 15' x 44' ✓
DISTD TWO FEET ✓
PLATING AT ENDS ✓
8" x 44' RAIL WELDED ✓
DO NOT 6 FEET FLAT ✓

5' x 34 ORANGE ✓
WINDING PLATING 34' BUTT ✓
PLATING AT ENDS ✓

E frames
 $2.5 \times 27.5 \times 16 \times 16 \times .0066 \times 12 = ?$
 $2.5 \times 33 \times 17.5 \times .0066 \times 9 = ?$
 $+ 14 \times 4 \times 48 \times .06 = 2.59$

90° INCLUDING COMPENSATION FOR SIDEWAYS ✓
Rails S.R.

T.R. AT BREAKS ✓
STINGER RAIL 6' x 6' TO 33' x 33' x 46' ✓ F Planges.
CLEAR OF 9 DECS.
TO INCREASED TO 30 BREAKS ✓
T.R. AT BREAKS ✓
Rail
6 FEET ✓
STEEL TO BE "8" TO "4". 90° TO 44' CLEAR OF 9 DECS.
INCLUDING COMPENSATION FOR SIDEWAYS, MADE 9' x 8' x 4' x 4' = 14' 54"
INCREASED OR DOUBLED AT BREAKS ✓
Fire Hold
STINGER RAIL 8' x 8' TO 33' x 33' x 46' ✓
CLEAR OF 9 & 8 DECS. ✓
 $2.25 \times 34 \times 14 \times 14 \times .0047 \times 95 =$

$12''$
 Rule chips 12×9
 16×9
 59×9
 PLATING $78''$ to $44''$ ✓
 $= 12 \times 31 \times 144 \times 5.71 = 17,355$
 F-F frame also.
 $2.5 \times 23.5 \times 10 \times 10 \times .0065 = 39.9$
 STEELWORK $78''$ $52''$ ✓
 $1.0''$ to $52''$ old $\times 9 \times 8$ DECKS ✓
 50
 $= 91 \times 31 \times 38 \times 36 \times 10 \times 1.5 = 416$
 Truss frames
 $2.5 \times 17.5 \times 7.5 \times 7.5 \times .01 = 24.6$
 $2.5 \times 47 \times 17.5 \times .01 = 20$
 $\times 91 \times 31 \times 36 \times 10 \times 1.5 = 416$
 PLATING $78''$ to $52''$ ✓
 50 to $52''$ DECK $\times 9 \times 8$ DECKS ✓
 Insulated with 2×4 $F = 9$
 SCRAP or FRAMES
 $24.6 \times 20 = 292$
 $= 292 \times 11$

$$\frac{9(2.0)(1.1+1.7)}{1000} \quad 15.7$$

$$\frac{30(20.25-1.0)(19.5+25)}{1000} \quad 38.0 = 2.4$$

$$\frac{43.4}{43.4}$$

3" x 2" ORBIT

E
 Assumed NA is above base

16'-6" ?

SHELL PLATING "G" TO "R" INCLUSIVE "B" TO "SD" ✓
 PLATING AT FORE END TO BE STRENGTHENED FOR ICE ✓

40'-9"

IN NO. 2 & 3 HOLDS FORWARD IN THE VICINITY OF N.O.

LANDINGS TO BE TRESLE KNOTED. ✓

STRINGER FITTED WHERE NO F DECK. ✓

STRINGER PLATE 42 TO 50 IN B.R. ✓

SHELL ANGLE 32" x 35" x 42 TO 50 IN B.R. ✓

FACE ANGLE 8" x 33" x 56 TO 64 IN B.R. ✓

Long material used for 35'
Saw 120" = 10'

23
10/11

TANK TOO LEVEL IN WATER HOLDS & NRI HOLD
FLOOR BRACKETS TO HAVE DOUBLE RIVETED LOGS
& CONTINUOUS GUSSET PLATES TO BE FITTED
V. WAY F. DECK

BULGE KEEL 6" x 6" x 3" T BARS
WITH 12" x 60" CONTINUOUS BULGE PLATE
MARGIN ANGLE 4" x 4" x 60° ✓

003175-003180-0013

Fairfield

595

Midship Section

Bag

TSS TUSCANIA TRANSYLVANIA

19 June 1919

also 600

28.	5	19
25.	2	20

Fairfield Shipbuilding Co.
+ 600
595 (Anchor)

Midship Section

550 x 2 x 42' 9"



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Lloyd's Register
Foundation