

# M. S. CHESHIRE. MIDSHIP SECTION.

SCALE     $\frac{1}{2}$ " = 1 FOOT.

AS FITTED.

M<sup>L.D.</sup> DIMS. :- 482'-0" B.P. x 60'-0" M<sup>L.D.</sup> B<sup>TH.</sup> x 36'-3" M<sup>L.D.</sup> DEPTH TO UPPER DK.

TO CLASS #100 A.I. LLOYDS, FULL SCANTLING TYPE.

FIRST LONGITUDINAL NUMERAL  $L \times D = 482 \times 36.25 = 17472.5$   
 SECOND LONGITUDINAL NUMERAL  $L \times (B+D) = 482 \times 96.25 = 46392.5$   
 PROPORTIONS  $\frac{1}{4}D$  TO UPPER DECK =  $\frac{482}{96.25} \times 25 = 13.29$   
 PROPORTIONS  $\frac{1}{4}D$  TO BRIDGE DECK =  $\frac{482}{44.75} \times 25 = 10.77$   
 PERCENTAGE LENGTH COVERED BY ERECTIONS  $\frac{51.25 + 265 + 78}{482} = 81.8\%$

$$\begin{aligned} \underline{d \text{ IN FORWARD HOLDS}} &= 14' - 3\frac{1}{2}' \\ \underline{d \text{ IN AFTER HOLDS}} &= 14' - 9\frac{1}{2}' \end{aligned}$$

SHEER AFT = 5'-0"      LOWEST POINT OF SHEER 28'-0" AFT OF AMIDSHIPS (DEPTH = 36'-1")  
SHEER FORWARD = 10'-0"

POOP 51'-3" LONG; BRIDGE 265'-0" LONG; FORECASTLE 78'-0" LONG.

NO TONNAGE OPENINGS IN SIDES.

EQUIPMENT :-

SECOND LONGITUDINAL NUMBER = 46392.3  
 POOP  $51.25 \times 7.75 \times .75$  = 297.9  
 BRIDGE  $265 \times 8.5 \times .75$  = 1669.4  
 FORECASTLE  $78 \times 7.75 \times .75$  = 463.4  
 DECK BRIDGE ON HOUSE  $243.75 \times 7.75 \times .5$  = 948.4  
 BOAT DECK HOUSE  $172.5 \times 9 \times .5$  = 819.4  
 " "  $58.75 \times 7.75 \times .5$  = 227.7  
 HOUSES ON HOUSE TOPS  $114.4 \times 7.75 \times .5$  = 443.3

51268.1 = EQUIPMENT NUMERICAL

EQUIPMENT:-

3 BOWER ANCHORS	EACH 8 1/2 = 4 CWTs. STOCKLESS.
1 STREAM ANCHOR.	25 CWTs. EX. STOCK.
300 FATHOMS	2 3/4" STUD CHAIN CABLE (15 FMS. OF 2 3/4" AT ANCHOR END OF EACH CABLE)
120 "	5/8" STEEL WIRE (STREAM WIRE)
130 "	6" " " (TOWLINE)
2 @ 100 FATHOMS	8 HEMP (HANSERS)
2 @ 100 "	8 " (HARPS)

ADDITIONAL TO CLASSIFICATION SOCIETY'S REQUIREMENTS.	
2 @ 120 FATHOMS	5" STEEL WIRE (HAWKERS)
2 @ 120 "	4 1/2" F.S.W. (HAWKERS)
2 @ 120 "	3 1/2" F.S.W. (HARPING LINES)
2 @ 120 "	3" F.S.W. (HARPING LINES)
4 @ 90 "	7/8" MANILLA (HARPING LINES)
2 @ 120 "	7/8" " (HARPING LINES)
2 TOWING SPRINGS EACH 15 FATHOMS 10" MANILLA FITTED WITH RINGS AND 25 FATHOMS 3" F.S.W. WIRE.	

### RIVETING:-

BUTTS:-

CENTRE GIRDER	4 R. - 3 R.
FLAT PLATE KEEL IN WAY OF DOUBLING	4 R. (INSIDE STRAPS)
KEEL DOUBLING	3 R. (INSIDE STRAPS)
FLAT PLATE KEEL CLEAR OF DOUBLING	4 R. (INSIDE STRAPS)
BOTTOM SHELL	4 R. - 3 R.
SIDE SHELL	4 R. - 3 R.
UPPER DECK SHEER STRAKE CLEAR OF BRIDGE	5 R. - 3 R.
UPPER DECK SHEER STRAKE IN WAY OF BRIDGE	4 R.
STRAKE BELOW SHEER STRAKE CLEAR OF BRIDGE	5 R. - 3 R.
STRAKE BELOW SHEER STRAKE IN WAY OF BRIDGE	4 R.
BRIDGE SIDE PLATING	4 R.
POOP SIDE PLATING	1 R.
FORECASTLE SIDE PLATING	1 R.
TANK TOP CENTRE STRAKE	3 R.
TANK TOP PLATING	2 R. (3 R. IN MACHINERY SPACE)
MARGIN	3 R. - 3 R.
LOWER DECK STRINGER	2 R. - 2 R.
LOWER DECK PLATING	2 R. - 1 R.
MIDDLE DECK STRINGER CLEAR OF BRIDGE	3 R. - 2 R.
MIDDLE DECK STRINGER IN WAY OF BRIDGE	2 R.
MIDDLE DECK PLATING	2 R. - 1 R.
UPPER DECK STRINGER CLEAR OF BRIDGE	5 R. - 3 R.
UPPER DECK STRINGER IN WAY OF BRIDGE	5 R.
UPPER DECK PLATING CLEAR OF BRIDGE	INSIDE 2 R. - 1 R. OUTSIDE 4 R. - 1 R.
UPPER DECK PLATING IN WAY OF BRIDGE	INSIDE 2 R. - 1 R. OUTSIDE 2 R.
BRIDGE DECK STRINGER	4 R. - 3 R.
BRIDGE DECK PLATING	INSIDE 2 R. - 1 R. OUTSIDE 5 R. - 2 R.
POOP DECK STRINGER	1 R.
POOP DECK PLATING	1 R.
FORECASTLE DECK STRINGER	1 R.
FORECASTLE DECK PLATING	1 R.

### SEAMS :-

FLAT PLATE KEEL, BOTTOM & SIDE SHELL & UPPER	DECK	SHEERSTRAKE	2 R
BRIDGE SIDE PLATING			2 R
POOP SIDE PLATING			1 R
FORECASTLE SIDE PLATING			1 R
TANK TOP CENTER STRAKE		2 R IN MACHINERY SPACE	
TANK TOP PLATING		1 R	4 OVER OIL WHERE
MARGIN		1 R	NO CEILING
SEAMS OF DECKS & STRINGERS		1 R	EXCEPT WHERE ABOVE "5"
	WHEN	2 R	

TOP BARS  $3\frac{1}{2} \times 3\frac{1}{2} \times .56 \times .04$  to  $.52 \times .04$  DOUBLE  
 $6 \times 6 \times .70$  SINGLE IN MACHINERY SPACE.

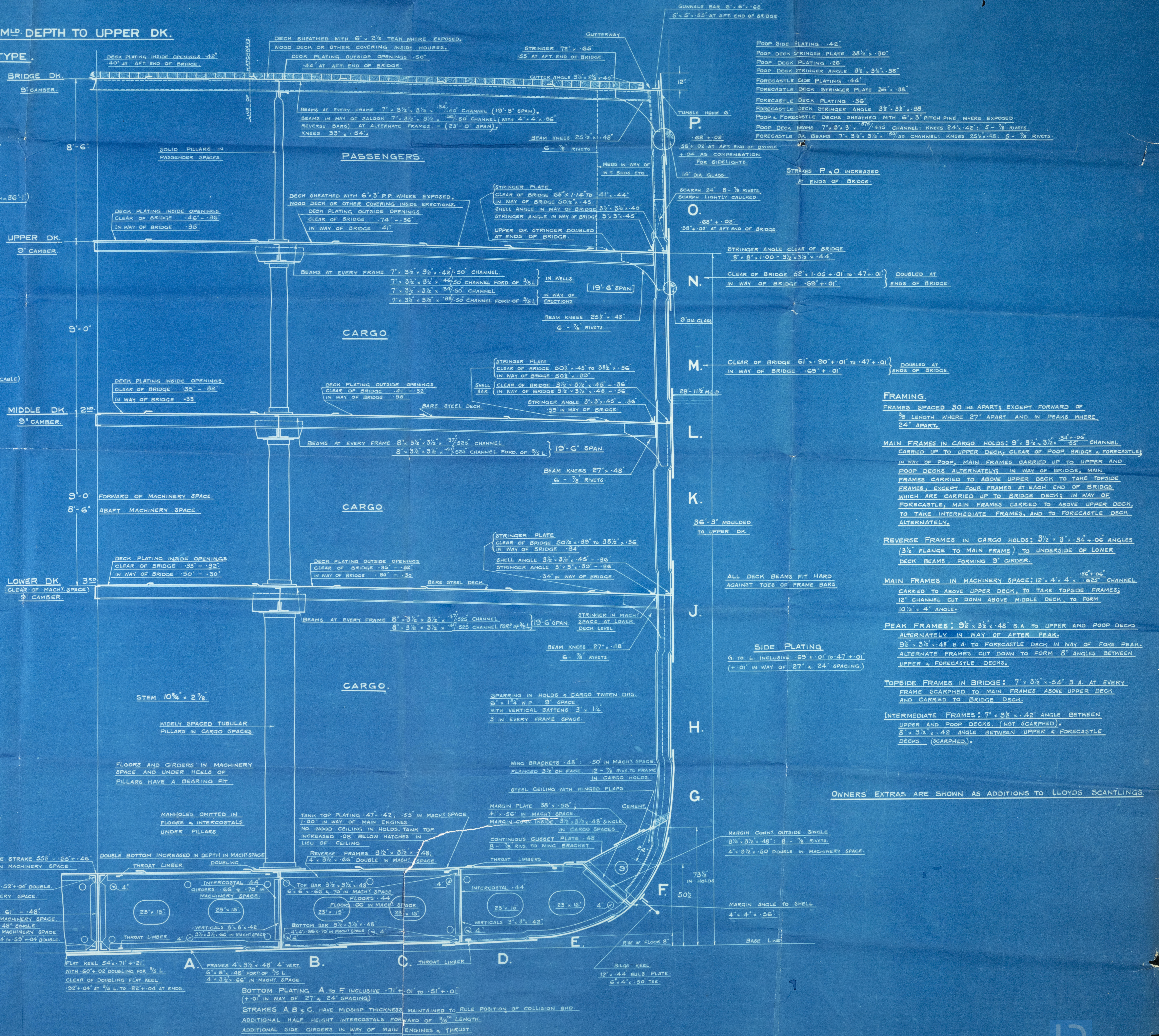
CENTRE GIRDER  $47\frac{1}{2} \times 61'' - .48''$   
 TO (TWIN GIRDERS) IN MACHINERY SPACE.  
 VERTICALS  $3\frac{1}{2} \times 3\frac{1}{2} \times .48$  SINGLE  
 $3\frac{1}{2} \times 3\frac{1}{2} \times .66$  DOUBLE IN MACHINERY SPACE.  
 BOTTOM BARS  $5 \times 5 \times .65 \times .04$  to  $.59 \times .04$  DOUBLE

A. J. 1927  
 - 6 JUL 1927  
 RECEIVED  
 GOVAN  
 \* Glasgow \*

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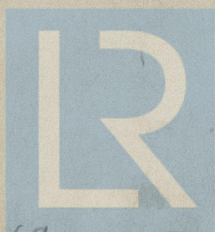
M. V. CHESHIRE

Plan of mid Section  
(as built)

Messrs Jamfield S. B. & Co.  
Glasgow.

Glasgow P.E. Report No. 46840

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