


$213 \times 37 \times 13.5 \times 75 \times .01 = 814 \checkmark$   
 $213 \times 37 \times 7.6 \times 50 \times .01 = 304$   
 $119 \times 365 \times 7.5 \times 375 \times .01 = 122.2$   
 $17 \times 295 \times 75 \times 375 \times .01 = 14.1$   
 $1999 \times 7.25 \times 130 \times .01 = 43.5$

1885 Rules

$\frac{1}{2}$  Breadth = 18.5  
 $\frac{1}{2}$  Girth = 30.3  
 Depth = 14  


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 62.8

Approved   
 Recd atn 8.8.07  $\frac{1}{2}$  v

Note . 38-314 Shell plating may  
be fitted instead of .42-34 in  
association with the Class of  
BS X (with Freeboard).

Elm Belting 12"x8"	}	For
Angle 6"x3 1/2"x36"		Extent
face bar 5 x 1 1/2 Convex		See
Stern Belting 9"x7"		Profile
Ford. Belting 7"x7"		

$f_1 = 16 + 0.7(8.7-8)$   
 $= 16 + 0.49$   
 $= 16.49$

---

$0.028 \times 37 \times 0.01 = 4.28 \times 0.97 = 3.72$   
 $0.37 \times 10 \times 0.01 = 3.7 \times 0.8 = 2.96$   
 $0.028 \times 2.5 = 0.07$

$0 \times 8.06 \times 3.5 \times 0.01 = 4.52 \times 0.87 = 3.94$   
 $4.52 \times 3 \times 3.5$

MIDSHIP SECTION. N° 123.

T.S. PASSENGER & CARGO STEAMER - 218' B.P. x 37' M<sup>LD</sup> x 13' 6" TO MAIN DECK.

TO CLASS B.S. \* WITH FREEBOARD BRITISH CORPORATION.

SCALE  $\frac{1}{2}'' = \text{ONE FOOT.}$

EQUIPMENT

Under Freeboard Deck 218 x 37 x 13.5 \* 60 = 653.35 ✓  
(Main Deck) 100

Superstructure 218 x 14 x 14 = 4252 ✓  
Main to Upper D<sup>4</sup> x 37' - 6 (Jumble House) = 365 ✓  
\* Mean depth 7' 7" = 7.6  
x .75 = 5.7 ✓

Houses upper 1<sup>st</sup> aft 7.5 x 20 x 7.5 } ÷ 200 = 177 ✓  
Fore 10 x 35 x 7.5 }  
Fore 10 x 17 x 7.5 } 136 x 35 x 7.5 = 3285 ✓

Houses Prom<sup>2</sup> D<sup>4</sup> Aft 16 x 20 x 7.25 } ÷ 200 = 76.78 ✓  
Fore 28 x 22 x 7.25 }  
Casing 56 x 9 x 7.25 } 13 x 17 x 7.25 = 160 ✓  
Fore 28 x 14 x 7.25 }  
Fore 28 x 5 x 7.25 }

House Boat D<sup>4</sup> 24.5 x 16 x 7 ÷ 200 = 13.72 ✓  
1235.69 ✓

Say 1070  
1210 Grade ✓

anchors

Bower 2 = 200 x stock or 250 Cut. Stockless ✓  
Bower Spare 1 = 100 x stock or 250 Cut. Stockless ✓  
Stream (Cuts) 100 x stock ✓  
Kedge (Cuts) 100 x stock ✓

Cable Stud Link 200 fms 9' 6" 18' 6" 114' 250 Cuts for ✓  
100 fms including End Shackles

Stream Steel Wire 75 fms 3' 3" ✓  
Towline Steel Wire 90 fms 3' 6" ✓  
Hawsers Manila 90 fms 1' 6" 12' ✓  
Warp Manila 90 fms 1' 6" 5' 6" ✓

$$\begin{array}{r} \text{CN} \\ 219 \times 37 \times 21 \times 75 = 1270 \\ \hline 119 \times 37 \times 75 \times 50 = 165 \\ \hline 43 \times 21 \times 725 \times 375 = 25 \\ \hline 1460 \end{array}$$

Double Bottom

Center Girder  $36 \times 36$  to  $28$  in Boiler space  $40$

Bottom Angles  $3 \times 3 \times 34$  double throughout E + B and forward  $3 \times 4$  Len.  $3 \times 3 \times 44$  Single Elsewhere ✓

Top Angles  $3 \times 3 \times 34$  double throughout E + B  $44$  ✓  
 $3 \times 3 \times 28$  Single elsewhere ✓

Vertical Angles on Solid floors  $4 \frac{1}{2} \times 4 \frac{1}{2} \times 32$  double riveted in E, S and under Boiler Beavers  $40$ , Elsewhere  $3 \times 3 \times 28$  in B.S.  $38$  ✓

Floors (Solid) every  $4^{\text{th}}$  frame  $28$  and every frame forward of  $3/8$  Len.  $28$ , every frame in Eng. Space  $34$  every fourth in Boiler Space  $38$  under Beavers Solid  $40$ . Tank End floors  $38$  with Boundary Angle  $3 \times 3 \times 40$  ✓

Floors (Skeleton) Brackets  $28$  in Boiler Space  $38$  ✓

Frames (Solid Floors)  $3 \times 3 \times 28$  in E + B spaces  $34$  forward of  $3/8$  Len.  $4 \frac{1}{2} \times 4 \frac{1}{2} \times 34$  double riveted.

(Skeleton Floors)  $3 \times 3 \times 32$  Angle, Boiler Space  $36$  ✓

Rev. Frames (Solid Floors)  $3 \times 3 \times 28$  In Engine Space double also under Boiler Beavers or single equivalent  $4 \frac{1}{2} \times 4 \frac{1}{2} \times 34$  in E.S.  $40$  B.S.

(Skeleton Floors)  $5 \times 3 \times 32$  B.S.  $40$  ✓

Struts "  $5 \times 3 \times 32$  B.S.  $40$  ✓

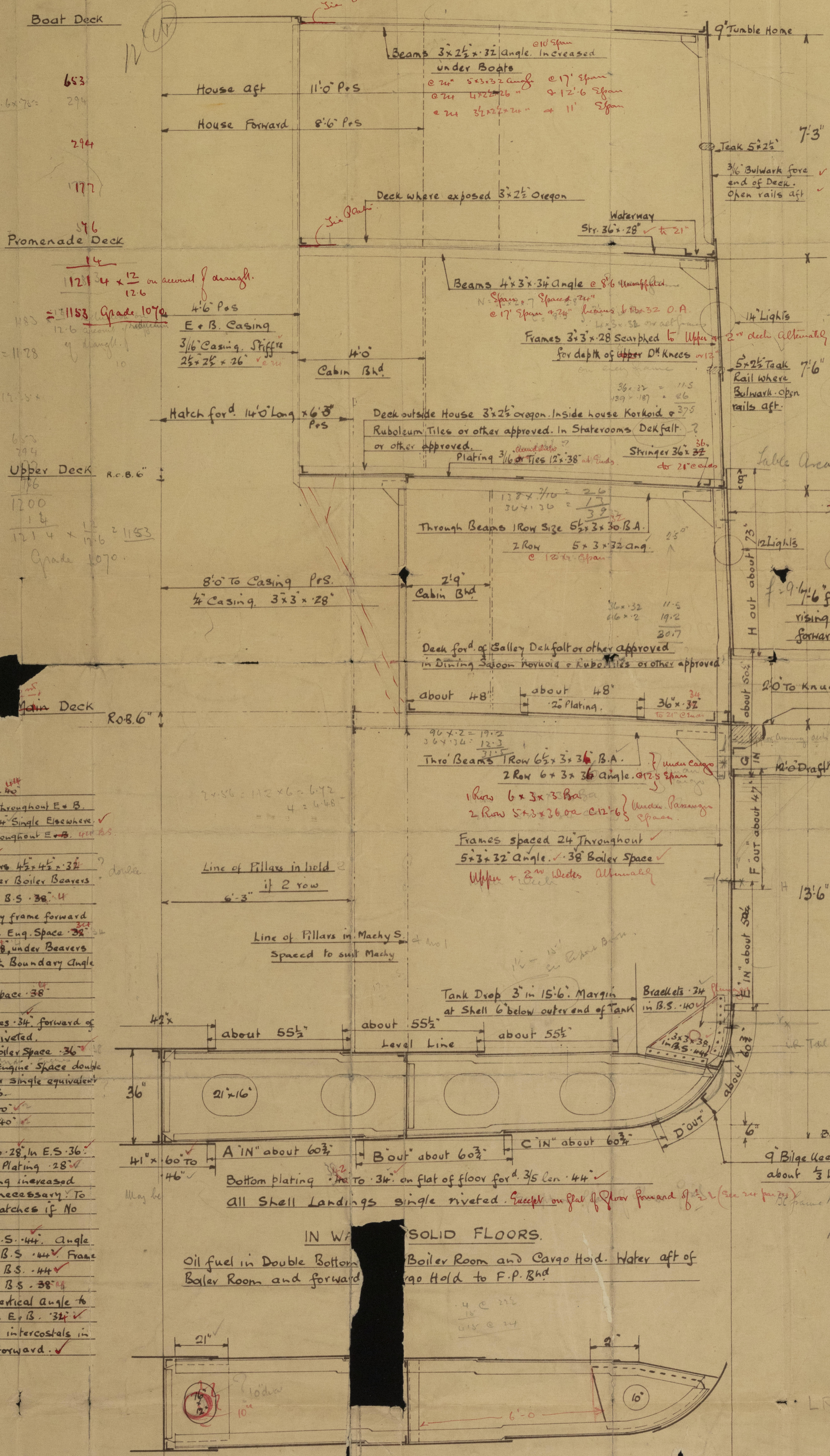
Tank Top Plating Centre Streak  $4 \frac{1}{2} \times 38$  to  $28$  in E.S.  $36$  ✓ in B.S.  $44$ ; Remainder of Plating  $28$  ✓ in E.S.  $36$  B.S.  $44$  ✓ Plating increased under Main Engines as necessary. To be increased  $08$  under Hatches if No ceiling. ✓

Margin Plate  $4 \frac{1}{2} \times 38$  in B.S.  $44$  ✓ Angle to Shell  $3 \frac{1}{2} \times 3 \frac{1}{2} \times 36$  in B.S.  $44$  ✓ Frame Bracket Angle  $3 \times 3 \times 38$  in B.S.  $44$  ✓

Intercostal Girder  $26$  in E.S.  $38$  in B.S.  $38$  ✓

Top Shell Angle also Vertical angle to Solid floors  $3 \times 3 \times 38$  ✓ in E + B.  $34$  ✓

Plans to be submitted for intercostals in Machinery Spaces and forward. ✓



AT SKELETON FLOORS.



1

Midship Section.

3.

218' E

Coaster Const<sup>m</sup> Co. N<sup>o</sup> 123.

8 " 8 - 24.

G. L. 19/11/24

"Catala"



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Mud. Section

Bag

T.C. 19/11/24

Coaster Const. Co

123

Mud. Section

8. 8. 24

L.



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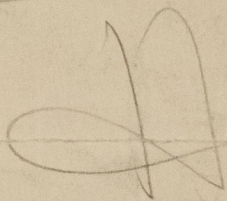
Slub

85-

L.R. current

L.R. new

L.L. new



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Coastal Construction Co.

135



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