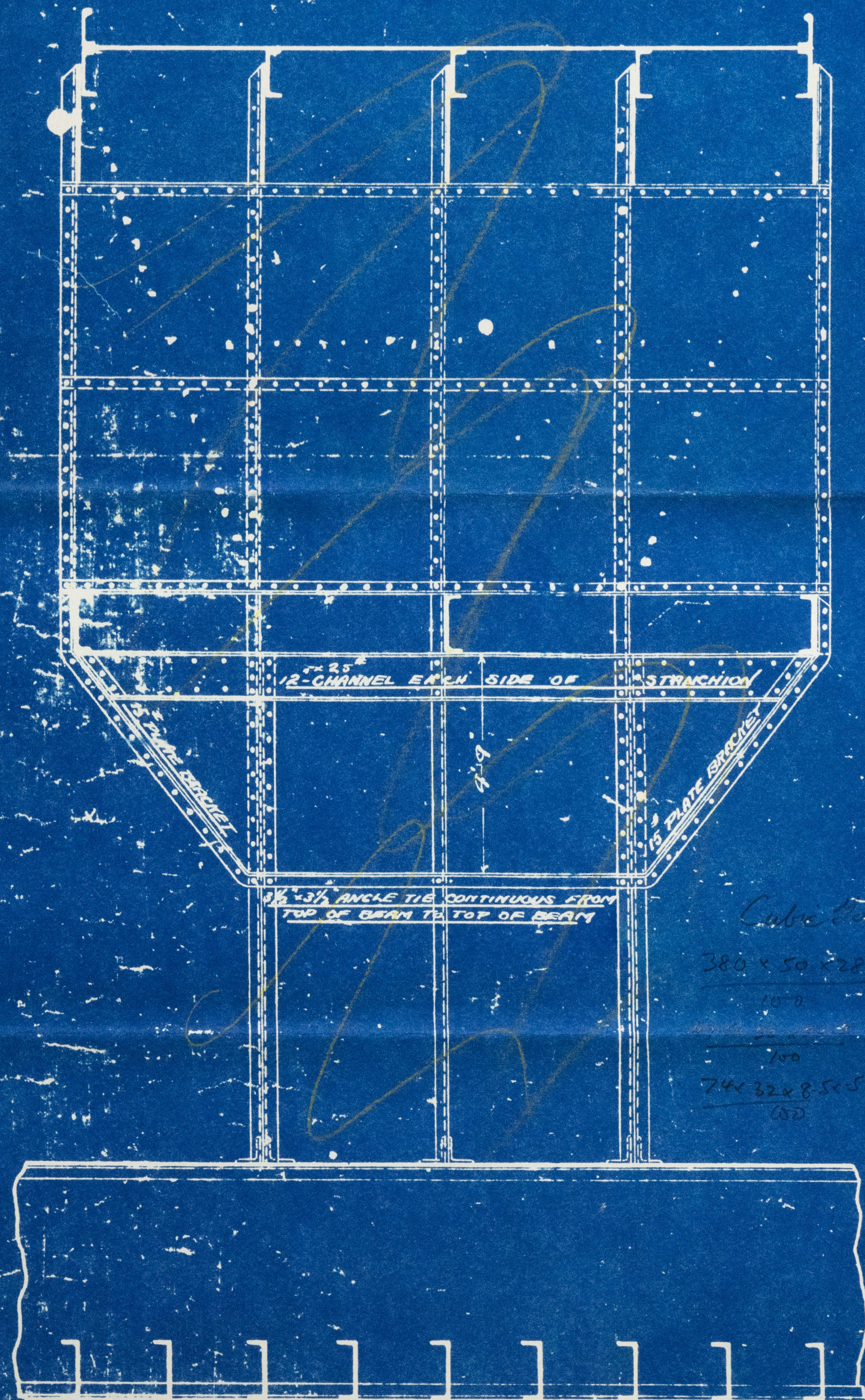


LONGITUDINAL SECTION AT CENTER LINE



Sliding steel covers

11* DECK PLATING

6x6x17.2 DBLE ANGLES @ HATCH CORNERS

3x3x72" SINGLE ELSEWHERE

60" x 35" TOP 2/8 L.
TU-40" x 22.5" @ ENDS

$$\underline{6 \times 6 \times 28.7^*}$$

60" x 8 7/2" POST #2 L

ARCHES AT 12' APART

SCANTLINGS
FRAMES 15" x 33" CHANNELS SPACED 9'-0" APART
" 6 x 3/4" x 1/25" " SPACED 20" APART FWD OF COLL. BHD.
" IN ENG. SPARE " 2 1/2"
AFTER FRAMES (ABRAT PERM BHD) 9' x 3' x 8.5" ANGLES
AFTER REVERSE FRAMES TO MAIN + SPAR RIG ALTERNATELY 3' x 3' x 2" GA
FLOORS 15" x 33" CHANNELS, IN FORE PEAK 15" PLATE IN ENG ROOM 1"
BULKHEADS, COLL 15" x 10" x 10" AND 15" @ SIDES E + B BHD DB 18.5"
STIFFENERS IN COLL, BHD 6 x 3/4" x 15" CHANNELS
" ON OTHER BHD 4 x 3' x 8.5" ANGLES
STEM 9' x 3" STERN POST 10' x 5" BELOW BASS 10' x 4" ABOVE
RUDDERHEAD 9" DIA. NEEL 9" DIA. PLATES 12.5"

RIVETING 15 PLANE

KEEL LAP OF CARBOARD STRAKE 1" RIVETS LAP BETW K/L STRAKES 1" RIVETS.

REMAINING SHELL LAP $\frac{1}{8}$ " RIVETS.

ONEER STRAKE BUTTS DBL STRAPPED + QUAD. RIVETED $\frac{3}{4}$ " LENGTH 1" RIVETS

ENDS TREBLE RVTS $\frac{1}{8}$ RIVETS.

G STRAKE BUTTS QUAD. RIV FOR $\frac{3}{4}$ L & TREBLE RIVETED @ ENDS

REMAINING SHELL BUTTS. LAPPED + TREBLE RIV $\frac{1}{8}$ " RIVETS

BUTTS OF CENTER LONGE LAPPED + TREBLE RIVE $\frac{1}{4}$ " RIVETS

BUTTS OF SIDE LONGS, " " " " "

BUTTS OF MAIN BK STRINGER " " " " "

TANK MARGIN PLATE BUTTS " " " " "

TANK TOP CENTER PLATE BUTTS STRAP 1 TREBLE RIVETED $\frac{3}{4}$ " RIVETS

HEEL BUTTS TREBLE RIV 1" RIVETS

SPAR DE RIV. STRINGER BUTTS STRAP TREBLE RIV $\frac{1}{8}$ " RIVETS.

SPAR DE STRINGER BUTTS DBL STRAP TREBLE RIV $\frac{3}{4}$ " LENGTH 1" RIVETS. ENDS TREBLE RIV $\frac{1}{8}$ " RIVETS.

71 x 76
BUTTS

SIDE
TANKS

LINE# 9-365	A. 5 LRP	B. 5 1/2 LRP	C. 5 1/2 LRP	D. 5 1/2 LRP	E. 5 1/2 LRP
361 39"	76.26 128 79 L	78.12 5.5 FWP 54 L	82.23 5.5 FWP 54 L	87.14 5.5 FWP 54 L	87.14 5.5 FWP 54 L
THROUGH	TO 20 @ ENDS	TO 20 @ ENDS	TO 20 @ ENDS	TO 20 @ ENDS	TO 20 @ ENDS
		BASE PLATE 25.5"			THE

THE AMERICAN SHIP BUILDING CO.
CLEVELAND - O.
JULY - 5TH - 1904

LORAIN - 12-13-14-15-16 - 201 (AMFALD) - 31

SHIP SECTION

EL SCREW STEAMER

TH OVERALL 400'-0"

TH BTN PERPS 380'-0"

MOULDED 50'-0"

MOULDED 28'-0"

SCALE $\frac{1}{2} = 1'-0"$

Stirling

1" IN C

9"x24" BULB ANGLE

18"x24" CHANNEL

3"x4"x8" L

SCANTL
FRAMES 15"

" 6"

" IN ENDS

AFTER PERP

FLOORS 15

BULKHEADS

STIFFENERS

"

STEM 9"x3"

RUDDER HEAD

OAK

RIVE

KEEL LAP OF

REMAINING

SHEER STRAIN

ENDS T

G STRAIN B

REMAINING S

BUTTS OF CE

BUTTS OF S

BUTTS OF M

TRUNK MARGI

TRUNK TOP CE

KEEL BUTT

SPAR DE RA

8 PAR DE ST

1" RIVETS E

9'-6"

8'-6" SAMP

9'-6" CONTINUOUS

9'-6" CONTINUOUS

9'-6" CONTINUOUS

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Midship Section

004374-004381-0142 1/2

1/

Midship Section
Prindoc.
5/2 Prindoc

Montreal 27.8.48.

Boyd

27 AUG 1948



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Lloyd's Register
Foundation

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