

Scale  $\frac{1}{2}$  inch = one foot

$$\frac{229.15 + 36.75 + 24 + .75}{190} = 1478$$

$$\frac{52 \times 24 \times 7.0 \times 50.}{1000} = 441$$

1522

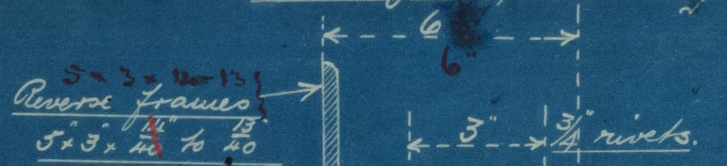
9" Camber

9<sup>th</sup> Chamber

1 Bower anchor ~~22~~<sup>24 1/4</sup> cwt ex stock  
1 " " ~~22~~<sup>24 1/4</sup> " " "  
1 " " ~~19~~<sup>22 1/4</sup> " " "  
1 Stream " ~~9~~<sup>10 1/4</sup> cwt ex stock  
1 Hedge " ~~4~~<sup>4 1/4</sup> " " "

240 fathoms 1 1/2" Stud chain cable  
5 fathoms 1 1/2" Steam chain or 3 3/4" Steel wire  
5 fathoms 1 1/2" G. L. line or 5 1/2" Gal wire  
5 fathoms 6" Hawser 2 each + 2 3/8" wire  
5 fathoms 5 Warp. 2 each.

## Section of Deep Framing



\* Frames.  
 $4 \times 3 \times \frac{13}{40}$  to  $\frac{12}{40}$   
 $4 \times 3 \times 13 = 12$   
 $14 - 13$

3' x 3' <sup>15"</sup>/<sub>40</sub>, <sup>13"</sup>/<sub>40</sub>, <sup>17"</sup>/<sub>40</sub> in B. Room  
Continuous centre garden <sup>16"</sup>/<sub>40</sub> ✓  
for 2 x 1 <sup>16"</sup>/<sub>40</sub> at ends <sup>15"</sup>/<sub>40</sub> in B. space  
Butts lapped & 3 R. ✓

Pillars 32 dia. on alternate frames.  
No Pillars at sides of matches.

Flake Steel  $4\frac{1}{2} \times 1\frac{27}{32}$  inside ships to  $\frac{1}{2}$  at fore end. Stem  $7\frac{3}{4} \times 2\frac{1}{2}$  = Same as Case 1.  
 Thrustpost  $7 \times 4\frac{1}{2}$  above boss,  $8\frac{1}{2} \times 4\frac{1}{8}$  below boss.  
 Rudder stock  $6\frac{1}{4}$  dia. tapering to  $5\frac{1}{4}$  at keel. Balance Rudder as per approved plan.  
 Frames  $4 \times 3 \times \frac{13}{16}$  for  $\frac{1}{2}$  in. to  $\frac{1}{2}$  at ends, spaced 23 apart. ✓  
 Rev. frames  $5 \times 3 \times \frac{1}{2}$  for  $\frac{1}{2}$  in. to  $\frac{1}{2}$  at ends, all to extend to top of  
 bilge beam stronger angle. Double rev. for under engines & boiler beams  
 from tank margin to tank margin. Rev. for in peaks  $5 \times 3 \times \frac{13}{16}$   
 Bulbheads Lower half  $\frac{1}{2}$ , upper half  $\frac{1}{2}$ . Stiffs  $2\frac{1}{2} \times 3 \times \frac{13}{16}$  angle, spaced 30"  
 Stiffened longitudinally as per rule. Vert. stiff. bracketed top & bottom.  
 After plating in way of propeller frame  $\frac{1}{2}$ "  
 Boss Plating  $\frac{1}{2}$ "  
 Rev. connecting shell to top for about 2' above stem, also in after peak 5' dia. or less  
 Revs in fore, boom & keel angles spaced 7 dia. or less.  
 Revs in Bulb Angle Beams 6 dia. or less.  
 Shell <sup>boards</sup> ~~also~~ double riveted where  $\frac{1}{2}$ " plating, single riveted at ends  
 Frames joggled as in previous cases.

[illegible][illegible]

Shell Butts 3.R. for  $\frac{1}{2}$  sec. 2.R. at ends.

Spacing, Longitudinals and thickness  
of shell parting found as per Sec. 20 para 14.

Shell Butte S.R. for  $\frac{1}{2}$  sec, 2 R. at ends



Russell & Co. No 509.

Midship Section.

S.S. "Wahcondah"



many letters

midship section

S.S. Wahcondah



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