

**MIDSHIP SECTION SS N°240-41**

SCALE:-  $\frac{1''}{2} = 1 \text{ FOOT}$

LENGTH (LLOYDS) 188'-2" BREADTH 30'-0" DEPTH 14'-7" (MLD)

TO CLASS 100 A1 AT LLOYDS

LENGTH 188.16' x DEPTH 14.58' = 2743 |st. No.

$$(30 \cdot 0 + 14 \cdot 58) = 44 \cdot 58 \times \text{LENGTH } 188 \cdot 16' = 8388 \text{ 2ND. No.}$$
$$\text{DEPTH (D)} = 14.58'$$

PROPORTIONS  $\frac{L}{D} = 12.9 \text{ M.D.K. } 9.86 \text{ R.Q.D.}$

FRAMING DEPTH (d) = 12-0 MAIN DECK.

FRAMING DEPTH (d) = 16.5 R.O. DECK.

R. WILLIAMSON & SON.  
SHIPBUILDERS.  
WORKINGTON.  
TRACING No. 3442. W.M.C.

BOTTOM STRENGTHENED FORWARD AS PER RULE  
PLANT TO BE SUBMITTED.

NOTE:- PLATING OF "A" AND "B" STRAKES TO HAVE MIDSHIP THICKNESS MAINTAINED FORWARD TO RULE POSITION OF COLLISION BULKHEAD  
"A", "B" & "C" STRAKES INCREASED TO 40 IN PLAT OF BOTTOM FOR GROUNDING

STEM	$6\frac{1}{2}" \times 1\frac{3}{8}"$ OR $6" \times 1\frac{1}{2}"$ .
STERN FRAME, PROPELLER POST	$6\frac{1}{4}" \times 4"$ .
" " RUDDER POST	$5\frac{3}{4}" \times 4"$ .
RUDDER HEAD	} PLAN HERE - SUBMITTED
" HEEL	

EQUIPMENT №9281

2 BOWERS 15 $\frac{1}{2}$  CWT. EX. STOCK (19 CWT. STOCKLESS).  
1 " 13 CWT. " " (16 $\frac{1}{2}$  " " " ).  
1 STREAM 5 $\frac{1}{2}$  CWT. " " " .  
~~1 KEEPS 2 $\frac{1}{2}$  CWT. " " " .~~

## RIVETTING.

KEEL PLATE LAP BUTTED, TREBLE RIVETTED FORE AND AFT.  
TO UPPER TURN OF BILGE, LAP BUTTED, DOUBLE RIVETTED FORE + AFT.  
UPPER TURN OF BILGE TO STRAKE BELOW SHEER DOUBLE LAPS FORE + AFT.  
SHEER STRAKE + STRAKE BELOW TREBLE LAPS FOR  $\frac{1}{2}$  LEN. TO DOUBLE AT ENDS

SECTION ABAFT MAIN BULHEAD IN BOILER ROOM.

B 301



10/5/11  
1/4/11  
1/4/11

240/1

Tridish Section

(anna and as Built)

S/S Homewood

Banow Ref No. 2208

"Corinia"

Now.

KYLERBROOK \*

W 'DYNAMO'



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Lloyd's Register

Foundation

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