

— S.S. N° 319 —
— MIDSHIP SECTION —

LENGTH B.P.-----264'-0

BEAM EXTREME-----39'-0"

BEAM MOULDED-----38'-10"

DEPTH IN HOLD TO CELLULAR BOTTOM---16 - 11

DEPTH MOULDED TO UPPER DECK-----19-5½

— STEEL SCREW STEAMER. —

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

CLASS 100 A.1. FULL SCANTLING — 1922 & 3 RULES.

ANCHORS AND CHAINS

EQUIPMENT NUMBER		16428
1 BOWER ANCHOR	33-0-0	STOCKLESS
1 DO	DO	DO
1 DO	DO	DO
<u>COLLECTIVE</u>		<u>96-0-0</u>
1 STREAM ANCHOR	8-5-0	EX STOCK
240 FMS OF 1 1/2" STUD CHAIN CHALE		
75 "	"	4" STEEL WIRE
90 "	3 1/2 "	" TOWLINE
2 of 90 "	2 1/2 "	" HAWKERS
2 of 90 "	1 3/4 "	" WARPS

SECTION THRO! QUARTER DECK

102'-5 $\frac{1}{2}$ " LONG

SECTION THRO: ENGINE ROOM.

SECTION THRO: MAIN HOLE

SEE PROFILE

CENTRE PILLARS $3\frac{1}{2}$ MIDSHIP
DIA. ENDS AS PER RULE

NOTE:- CENTRE GIRDER, SIDE GIRDERS, FLOORS & TANK TOP
IN ENGINE & BOILER SPACE $\frac{1}{2}$ " THICKER THAN RULES

FORGINGS

STEM (ROLLED STEEL)	7 $\frac{1}{2}$ " x 28'
STERN FRAME P.P	7 $\frac{3}{4}$ " x 5 $\frac{1}{2}$ " R.P 7" x 5"
RUDDER HEAD	
" HEEL	} PLAN WILL BE SUBMITTED
" PINTLES	
" PLATE	

STEEL TANK TOP IN HOLDS .34 FOR $\frac{1}{2}$ LN TO .32 AT END
OVERLAPPED BUTTS DOUBLE RIVETED FOR $\frac{1}{2}$ LN SINGLE AT END.
2 $\frac{1}{2}$ ' CEILING FITTED IN HOLDS.

MARGIN PLATE 25½" x 38" FROM E. R. BULKHEAD
TO COLLISION BULKHEAD

• 46 FOR $\frac{1}{2}$ LIT TO 40 AT ENDS.
BUTTS OVERLAPPED & TREBLE RIVETED FOR $\frac{1}{2}$ LIT
DOUBLE AT ENDS.

F. 51 WIDE

46 For $\frac{1}{2}$ LTN to 40 At ENDS ✓
OVERLAPPED BUTTS TREEBLE RIVETED FOR $\frac{1}{2}$ LTN.
DOUBLE AT ENDS ✓
E. 52' WIDE

BOSS PLATES TO BE 4" THICK WITH
OVERLAPPED BUTTS TRIPLE RIVETED
PLATES CONNECTED TO THE STEEL FRAME TO BE
THE SAME THICKNESS AS MUDSNIP PLATES
OF SAME STRENGTH ✓

SHIP No	319
PLAN No	2
DRAWER No	
TITLE	MIDSHIP SECTION
DRAWN BY	R.C.
DATE	20-12-22

Partial floor under thrust seating
to extend out to side girders

MESSRS

ROBERT THOMPSON'S

No 319.

MIDSHIP SECTION

Bramhall

EX

S.S. GWENTLAND"

SUNDERLAND RPT. No. 28617

RETAIN



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