

FERGUSON BROS.
(PORT - GLASGOW) LTD
SHIPBUILDERS & ENGINEERS

Nº 277 MIDSHIP SECTION.

TWIN SCREW STEAMER.

LLOYD'S CLASS A.1. WITH A FREEBOARD CORRESPONDING TO A

MOULDED DRAFT OF 8'6" "FOR COASTING SERVICE EAST AFRICA"

LIMITING PORTS
MOMBASA AT THE NORTH AND MIHANDANI AT THE SOUTH.

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

DIMENSIONS

LENGTH B.P. 150'0"
BREADTH MLD. 29'0"
DEPTH MLD. 11'6"

LLOYD'S NUMERALS

PROPORTIONS $\frac{L}{B} = \frac{150}{29} = 5.17$
 $\frac{D}{B} = \frac{11.5}{29} = 0.397$
 $\frac{d}{B} = \frac{10.25}{29} = 0.353$

1ST LONGITUDINAL NUMBER = $L \times D = 150 \times 11.5 = 1725$.

2ND " " " $L \times (B+D) = 150 \times (29+11.5) = 6075$.

EQUIPMENT NUMBER

2ND LONGITUDINAL NUMBER = 6075

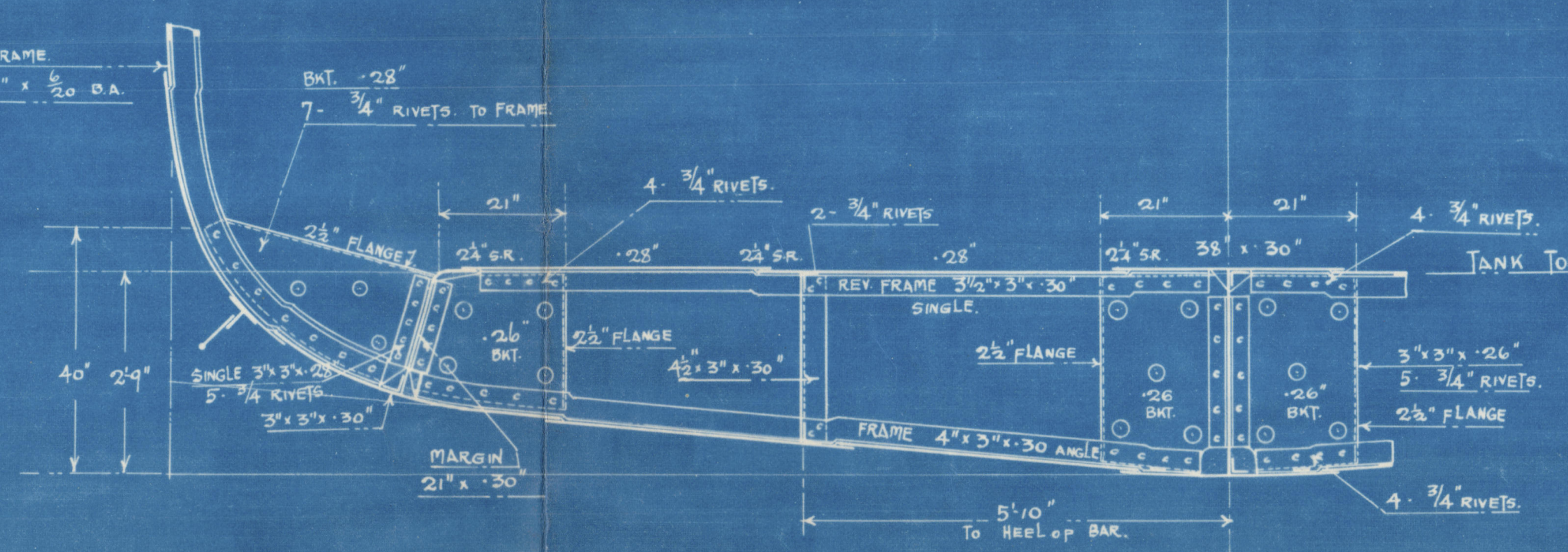
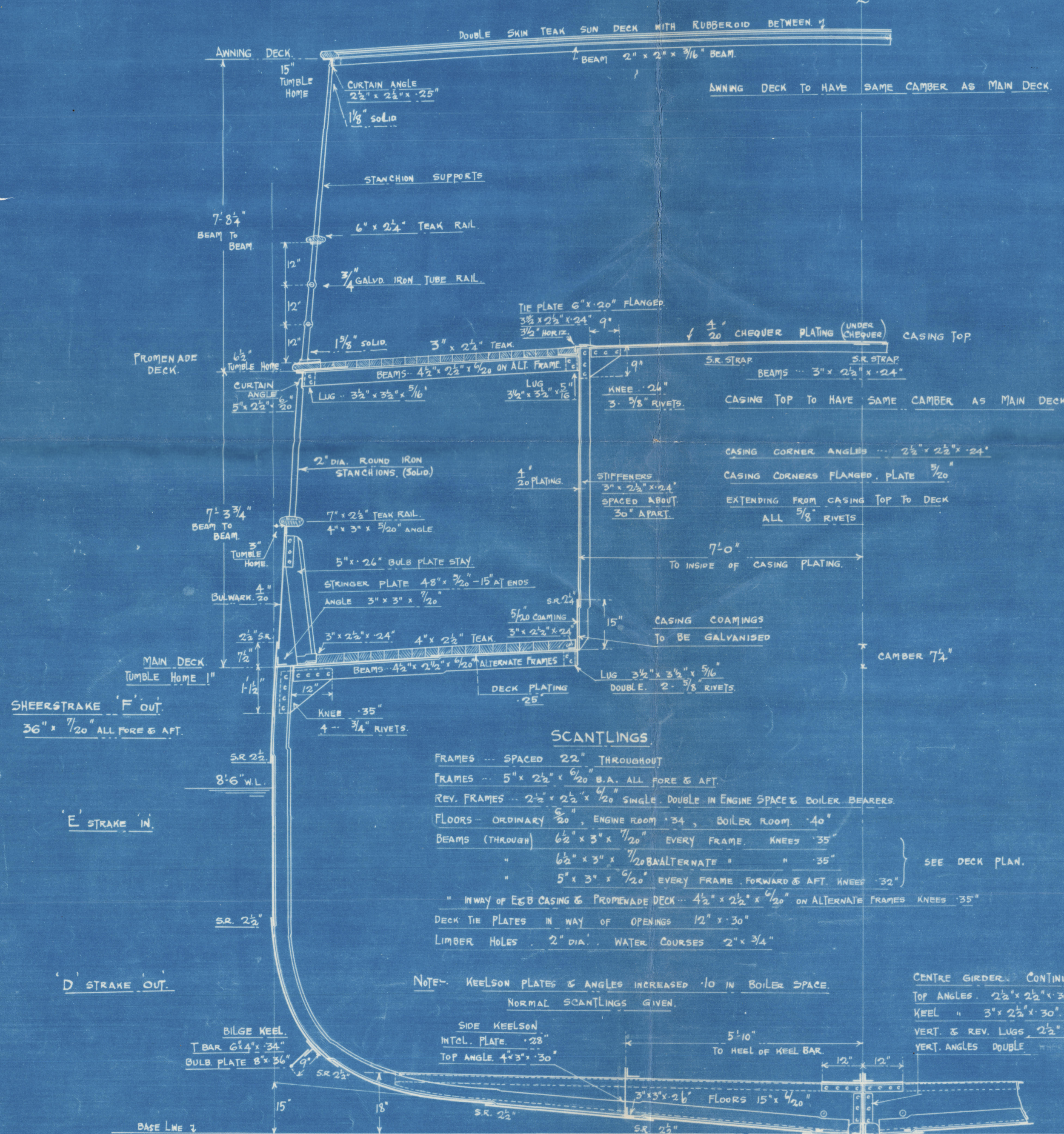
STEM - $6\frac{1}{2} \times 1\frac{1}{2}$ " FORGED IRON

STEM POST - $6\frac{1}{2} \times 1\frac{1}{2}$ " FORGED STEEL

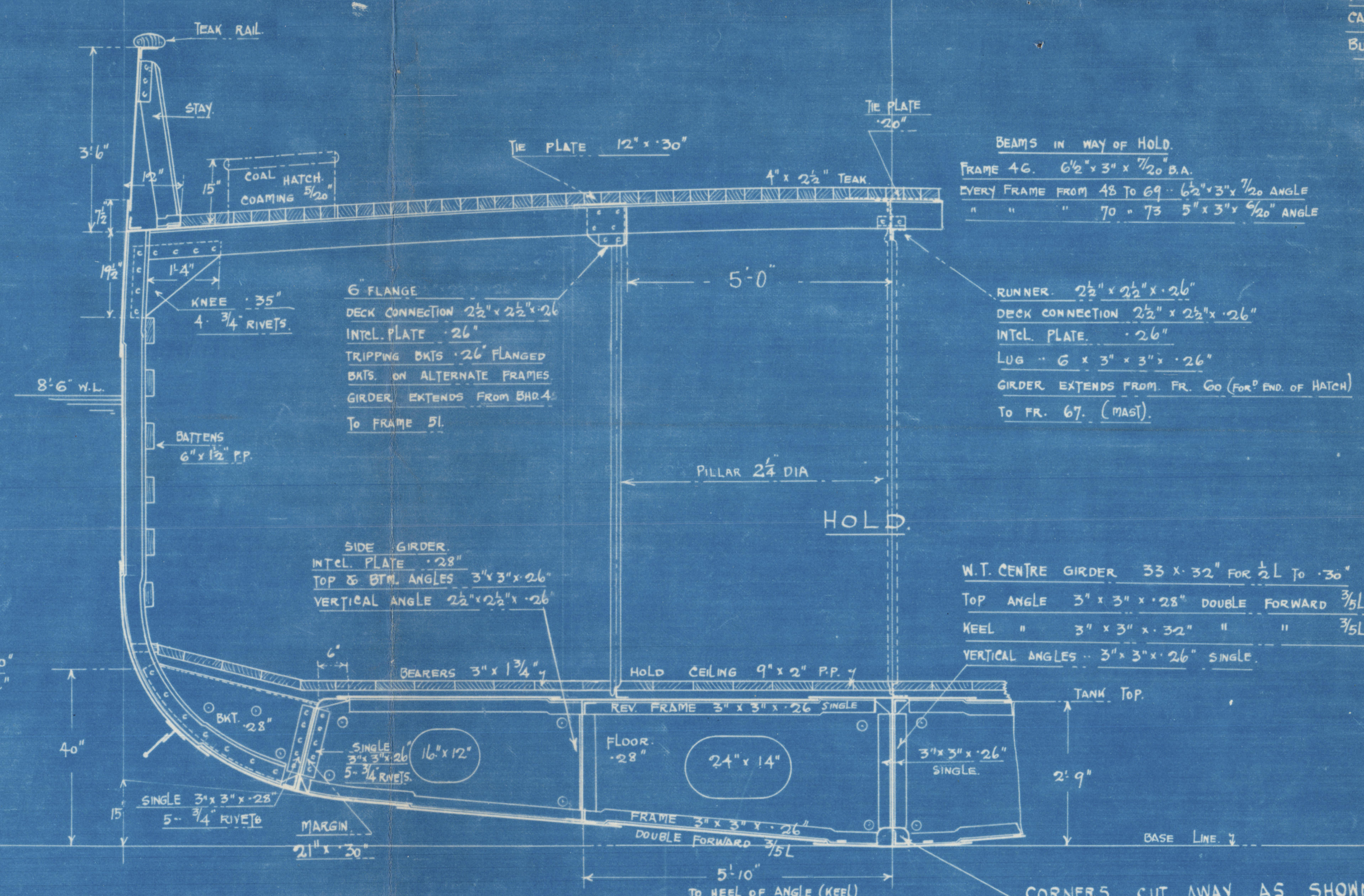
RUDDER STOCK - $4\frac{1}{2}$ " DIA HAMMERED SCRAP IRON.

EQUIPMENT

2. BOWER ANCHORS - EACH 102 CWTs STOCKLESS (APPROVED MAKE)
1. STREAM ANCHOR 7 " ORDINARY TYPE.
- 165 FMS 1 $\frac{1}{2}$ " STUB LINK CHAIN CABLE
1. 60 FMS 3" P. S. W. R.
1. 60 FMS 1 $\frac{1}{2}$ " F. S. W. R.
2. 60 FMS 6 $\frac{1}{2}$ " MANILLA ROPE
1. 60 FMS 5" MANILLA ROPE
1. 60 FMS 5" COIR HAWSER
1. 60 FMS 2 $\frac{1}{2}$ " MANILLA
- 60 FMS HEAVING LINE.



SECTION IN WAY OF BRACKET FLOOR

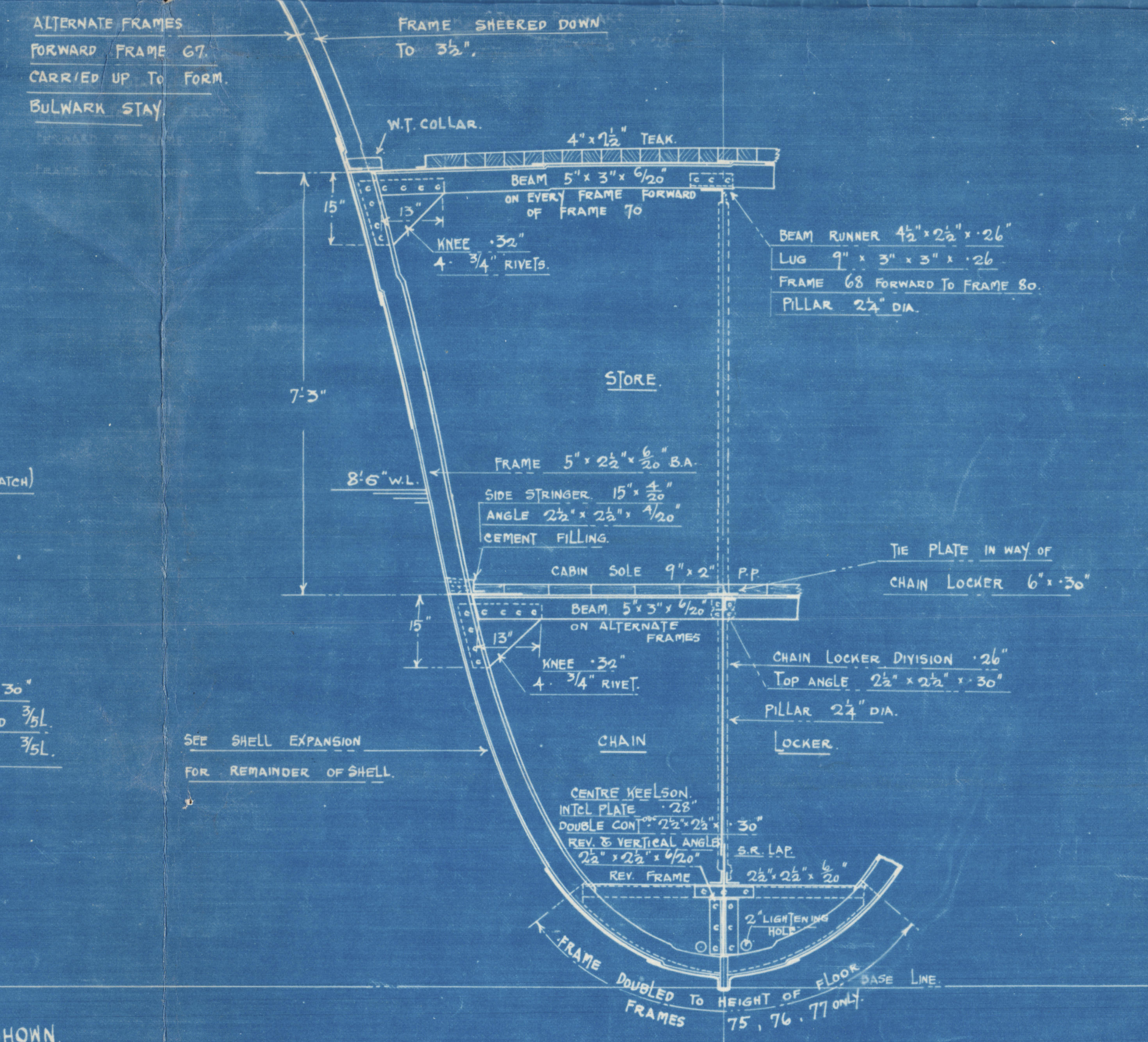
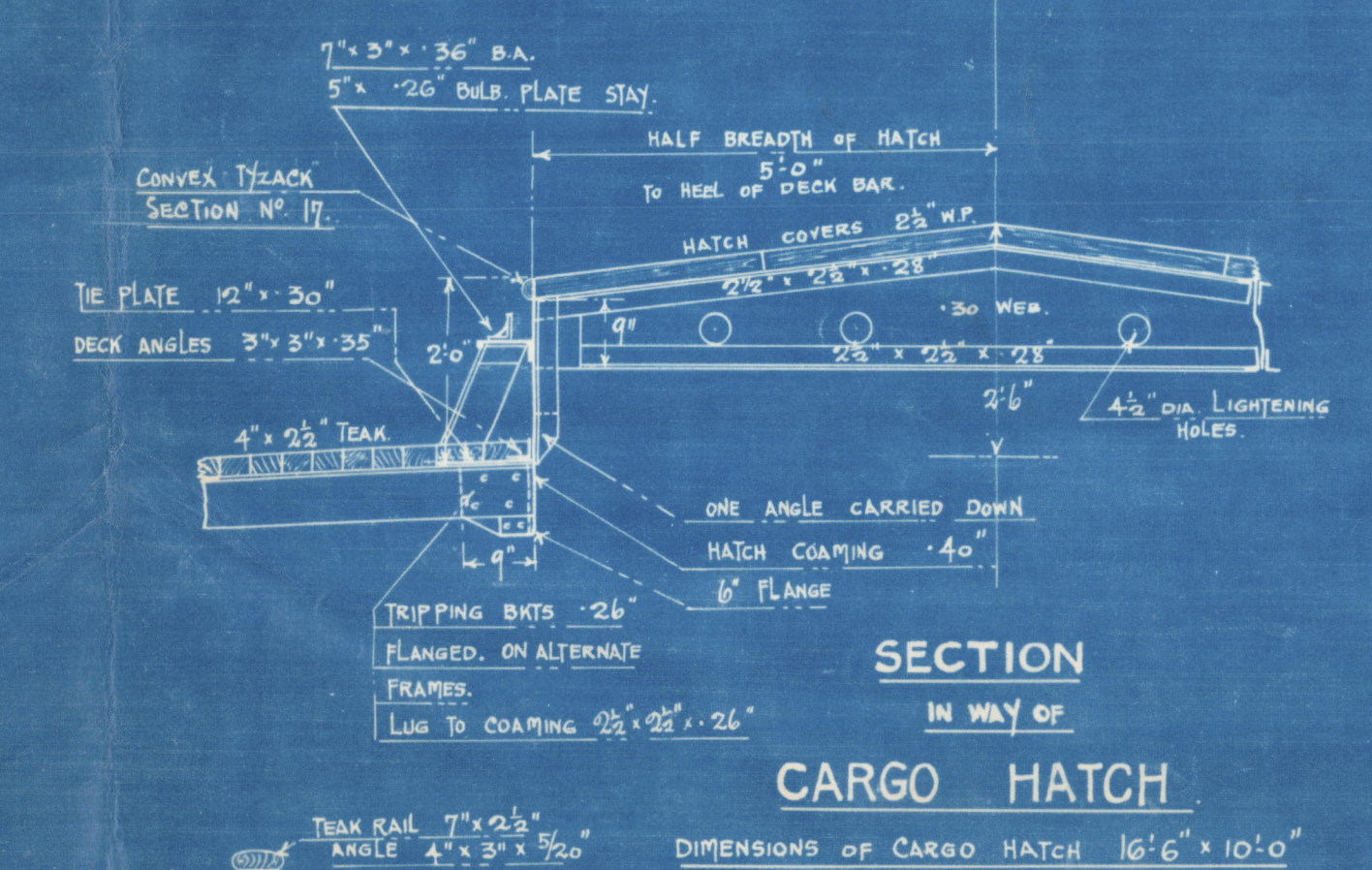


RIVETTING.

SHELL LANDINGS	KEEL PLATE LANDINGS S.R. 2 $\frac{1}{2}$ " $\frac{3}{4}$ " RIVETS ALL FORE & AFT.
	SHEERSTRAKE S.R. 2 $\frac{1}{2}$ " $\frac{3}{4}$ " RIVETS ALL FORE & AFT.
	LANDINGS TO UPPER TURN OF BULGE S.R. 2 $\frac{1}{2}$ " $\frac{3}{4}$ " RIVETS ALL FORE & AFT.
	LANDINGS FROM UPPER TURN OF BULGE S.R. 2 $\frac{1}{2}$ " $\frac{3}{4}$ " RIVETS ALL FORE & AFT.
	BULWARK S.R. 2 $\frac{1}{2}$ " $\frac{3}{4}$ " RIVETS.
SHELL BUTT LAPS.	KEEL PLATE FR. 7 $\frac{1}{2}$ " $\frac{3}{4}$ " RIVETS FOR $\frac{1}{2}$ L. DR. 5" $\frac{3}{4}$ " RIVETS AT END.
	SHEERSTRAKE & STRAKE BELOW DR. 5" $\frac{3}{4}$ " RIVETS ALL FORE & AFT.
	LAPS FROM KEEL TO UPPER TURN OF BULGE DR. 5" $\frac{3}{4}$ " RIVETS ALL FORE & AFT.
	LAPS FROM UPPER TURN OF BULGE TO STRAKE BELOW SHEERSTRAKE DR. 5" $\frac{3}{4}$ " ALL FORE & AFT.
DECK LANDINGS	S.R. 2 $\frac{1}{2}$ " $\frac{3}{4}$ " RIVETS.
DECK BUTT LAPS	STRONGER DR. 4 $\frac{1}{2}$ " $\frac{3}{4}$ " RIVETS.
TANK TOP LANDINGS	S.R. 2 $\frac{1}{2}$ " $\frac{3}{4}$ " RIVETS.
TANK TOP BUTT LAPS	S.R. 2 $\frac{1}{2}$ " $\frac{3}{4}$ " RIVETS.
CASING & DECK HOUSES	LANDINGS S.R. 2 $\frac{1}{2}$ " $\frac{3}{4}$ " RIVETS.
	BUTT LAPS S.R. 2 $\frac{1}{2}$ " $\frac{3}{4}$ " RIVETS.

STIFFENING OF SHELL FORWARD

RIVETTING FORWARD $\frac{3}{5}$ L. IN BOTH FLANGES OF FRAMES
CONNECTING FLOORS TO SHELL PLATING 5 $\frac{1}{2}$ " DIA⁹ APART. (4 $\frac{1}{2}$ " $\frac{3}{4}$ " RIVETS.



NOTE:- ALL PLATE EDGES TO BE
PLANED.
ALL BUTTS SCARPHED IN
WAY OF SEAMS.

SHELL PLATING FROM KEEL TO SHEERSTRAKE
 $\frac{7}{16}$ " FOR $\frac{1}{2}$ L. TO $\frac{6}{16}$ " AT ENDS
2 STRAKES OF SHELL PLATING NEXT THE KEEL (A & B STRAKES) TO HAVE MIDSHIP THICKNESS
MAINTAINED TO RULE POSITION OF COLLISION BULKHEAD

SECTION THRO' ENGINE & BOILER ROOM

SECTION IN WAY OF HOLD & SOLID FLOOR
SOLID FLOOR EVERY 3RD FRAME FROM BHD 45. SOLID FLOORS EVERY
FRAME FORWARD $\frac{3}{5}$ L.

SECTION IN WAY OF STORE & CHAIN LOCKER
FRAME ... 75
LOOKING FORWARD.

Aerguson Bros.
(Port Glasgow) Ltd.

T. S. S. 'AZANIA'

N. 277.

Midship Section
as Built.

Grk. Ref. N. 18505

005141-005153-0244



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Lloyd's Register
Foundation