

YARD N° 279.

LLOYD'S NUMERALS.

L=222. B=43. D=17.5. d=15.42.

PROPORTIONS $\frac{L}{B} = \frac{222}{43} = 12.7$.

1st LONGITUDINAL NUMBER = L/D = 222/17.5 = 3885.

2nd LONGITUDINAL NUMBER = L/(B.D) = 222/(43*17.5) = 13,431.

EQUIPMENT NUMBER.

2nd LONGITUDINAL NUMBER = 13,431.

ENGINE & BOILER CASING = $\frac{50 \cdot 5 \cdot 7}{2} = 176.75$.

EQUIPMENT NUMBER = 13,607.75.

"CARRONWATER"
HULL SECTIONS.

TWIN SCREW BOW-WELL BARGE LOADING_BUCKET HOPPER DREDGER.

TO LLOYD'S LATEST REVISED RULES & REGULATIONS. "CLASS LLOYD'S 100 A.I. HOPPER DREDGER."

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

DIMENSIONS.

LENGTH B.P.-----222'-0".

BREADTH MLD.-----43'-0".

DEPTH MLD.-----17'-6".

STERNPOST :- 6" $\frac{3}{8}$ x 2" (FORGED IRON).

RUDDER STOCK :- 6" DIAR. (FORGED IRON).

EQUIPMENT.

TWO PATENT STOCKLESS ANCHORS EACH 36 CWTs.

ONE PATENT STOCKLESS ANCHOR 28 CWTs.

FOUR PATENT STOCKLESS ANCHORS EACH 15 CWTs.

300 FATHOMS 1" DIAR. SHORT LINK CHAIN CABLE. ALL IN 10 FATHOM.

200 FATHOMS 1" DIAR. SHORT LINK CHAIN CABLE. LENGTHS WITH SHACKLE.

400 FATHOMS 1" DIAR. SHORT LINK CHAIN CABLE. ON EACH LENGTH.

1 OFF 90 FATHOMS 3" WIRE TOWLINE ON REEL.

3 HEAVING LINES.

2 OFF 60 FATHOMS 2" CIRC. GALV. FLEXIBLE STEEL WIRE ROPE ON REELS.

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

RIVETING

ITEM	REMARKS.
SHELL LANDINGS.	KEEL PLATE LANDINGS D.R. $\frac{3}{4}$ " RIVETS ALL FORE AND AFT. SHEERSTRAKE S.R. $2\frac{1}{2}$ " $\frac{3}{4}$ " RIVETS ALL FORE AND AFT. LANDINGS TO UPPER TURN OF BILGE D.R. $\frac{3}{4}$ " $\frac{3}{4}$ " RIVETS ALL FORE AND AFT.
SHELL BUTTS.	LANDINGS FROM UPPER TURN OF BILGE S.R. $2\frac{1}{2}$ " $\frac{3}{4}$ " RIVETS ALL FORE AND AFT. KEEL PLATE T.R. $\frac{3}{4}$ " RIVETS ALL FORE AND AFT. SHEERSTRAKE T.R. $\frac{3}{4}$ " RIVETS FOR $\frac{1}{2}$ " L TO $7\frac{1}{2}$ " T.R. $\frac{3}{4}$ " RIVETS AT ENDS. STRAKE BELOW SHEERSTRAKE T.R. $7\frac{1}{2}$ " RIVETS FOR $\frac{1}{2}$ " L TO S.D.R. $\frac{3}{4}$ " RIVETS AT ENDS. LAPS FROM KEEL TO UPPER TURN OF BILGE $\frac{3}{4}$ " RIVETS FOR $\frac{1}{2}$ " L TO S.D.R. $\frac{3}{4}$ " RIVETS AT ENDS. LAPS FROM UPPER TURN OF BILGE TO STRAKE BELOW SHEERSTRAKE S.D.R. $\frac{3}{4}$ " RIVETS.
DECK LANDINGS.	S.R. $2\frac{1}{2}$ " $\frac{3}{4}$ " RIVETS ALL FORE AND AFT.
DECK BUTT LAPS.	STRINGER PLATES T.R. 9 AND 6 D.R. $\frac{3}{4}$ " RIVETS ALL FORE AND AFT. ALL DECK BUTTS D.R. 5" $\frac{3}{4}$ " RIVETS FOR $\frac{1}{2}$ " L. S.R. 5" $\frac{3}{4}$ " RIVETS AT ENDS.
HOPPER PLATING.	ALL LANDINGS S.R. $2\frac{1}{2}$ " $\frac{3}{4}$ " RIVETS. BUTT LAPS D.R. 5" $\frac{3}{4}$ " RIVETS EXCEPT BOTTOM CORNER PLATES WHICH ARE TO BE SINGLE STRAPPED D.R. 11" $\frac{3}{4}$ " RIVETS.
HOPPER KEELSON.	LANDINGS - SIDES AND KEEL S.R. $2\frac{1}{2}$ " $\frac{3}{4}$ " RIVETS. BUTTLAPS D.R. 5" $\frac{3}{4}$ " RIVETS - EXCEPT BOTTOM STRAKE WHICH IS TO BE SINGLE STRAPPED D.R. 11" $\frac{3}{4}$ " RIVETS.
WELL SIDE PLATING.	ALL LANDINGS S.R. $2\frac{1}{2}$ " $\frac{3}{4}$ " RIVETS. BUTTLAPS D.R. 5" $\frac{3}{4}$ " RIVETS - EXCEPT THOSE IN WAY OF WELL RUBBERS WHICH ARE TO BE SINGLE STRAPPED D.R. 9" $\frac{3}{4}$ " RIVETS.
CASINGS.	LANDINGS S.R. $2\frac{1}{2}$ " $\frac{3}{4}$ " RIVETS. BUTTLAPS S.R. $2\frac{1}{2}$ " $\frac{3}{4}$ " RIVETS.

MAIN DECK PLATED WITH CHEQUERED
PLATING CLEAR OF WOOD SHEATHING.

W.T. PLAT IN WAY OF FEED TANK.
(EXTENT) FRGS. 63-69.

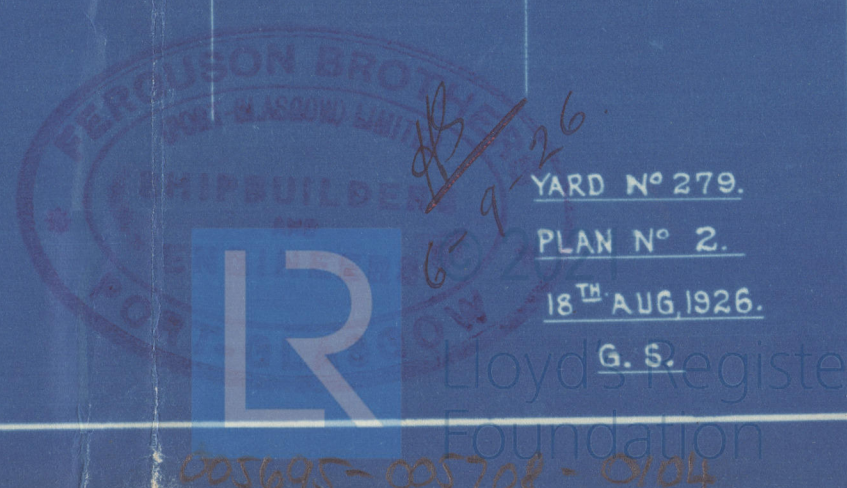
SECTION IN WAY OF HOPPER

FRAME N° 57.

SECTION IN WAY OF WELL

FRAME N° 76.

REF. N° 279. PLAN N° 2. 18TH AUGUST, 1926.



Serguson Ben. (Portfogues)

Lv. Lc. Hopper Dredger

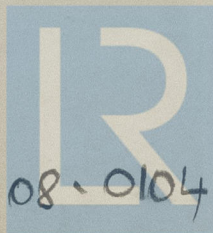
"CARRONWATER"

N° 279.

Midship Section

as Built

Gr. R. Rep. N° 18605.



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Lloyd's Register
Foundation

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