

75. 10. 01 Length = 217', 54

2<sup>nd</sup> Number 17207, 41

$\frac{1}{15}$  of " " 1147.16

Equipment Number 18354, 57

Length = 5.79

Breadth 11  
Length 35

Depth = 7.00

$$218',96 \times 37',83 \times 22',11 \quad M^{\text{ld}}$$

Scale  $\frac{1}{25}$

See letter

1 Bower anchor 34 cent, including stock, ~~or 34 cent. stockless.~~

2 " " 40 " " " " ~~40~~

1 Steam " 13 1/8 " " "

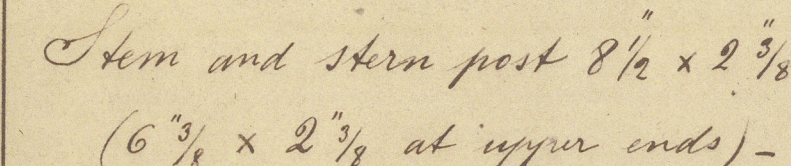
1 Ridge " G  $\frac{9}{16}$  " " "

270 fathoms  $1\frac{19}{16}$  Stand chain cable 44½ cwt., 2 qrs., 5 lbs. compressive weight

75 " stream steel wire 5 1/4  
90 " " 3 1/4

base of hump or maxilla 9"  $\frac{1}{2}$

90 " wash " " " 6" -



Rudder: Head 6", pintles 3"  
(see opposite sketch)-

Collision bulk head: Plating  $\frac{7}{16}$ " in the lower half,  $\frac{9}{16}$ " in the upper half, stiffened with vertical angles  $5 \times 3 \times \frac{8}{16}$ , 2' 6" and horizontal bulb angles  $7 \times 3 \times 4$  apart - Limbix beam as profile -

Plating: Edge laps double riveted of the sheersake, three rows of bilge plating and the remaining outside strakes double riveted, with butt-straps  $\frac{2}{32}$ " thicker than the plates they connect (row with alternate rivets). Bulk of garboard and remaining inside strakes double riveted, with butt-straps  $\frac{1}{16}$ " thicker than the plates they connect.


See also Sceloporus II  
Beams. All beams are to  
T, except those of poop, and at  
ends of hatchways in the upper  
deck.

N. ODERO TU A.  
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SESTO-CALDONATE

1" diameter, 6' apart -  
 $3" \times 4" \times \frac{1}{20}$   
 $4\frac{1}{2} \times 4\frac{1}{2} \times \frac{1}{20}$  for  $\frac{3}{5}$  length amidship  
 $\frac{9}{20}$  at ends -  $4" \times 4" \times \frac{1}{20}$  in way of poop and forecabin  
 $4\frac{1}{2} \times 10\frac{1}{2}$  for  $\frac{1}{2}$  length amidship, gradually reduced  
to  $2\frac{1}{2} \times 3\frac{1}{2}$  at ends -  
for thickness of coverings see profile -  
 $13" \times 10\frac{1}{2}$  for  $\frac{1}{2}$  length amidship,  $\frac{9}{20}$  at ends -  
 $4" \times 2"$  in way of poop -  
 $11\frac{3}{8}$  Camber  
3 rivets, double angle  
at alternate frames -  
Hatchways pillared  
as per rule -  
Hull beams in way of hatchways  $8\frac{1}{2} \times 5\frac{1}{2} \times \frac{1}{20}$   
Beams at end of hatchways  $8 \times \frac{1}{20}$ , with  
single angle  $4\frac{1}{2} \times 4\frac{1}{2} \times \frac{1}{20}$  -  
Thick as corresponding beams  
Hatchways pillared  
as per rule -  
 $8" \times 1\frac{3}{4}$  -  
 $4" \times 4" \times \frac{1}{20}$  for  $\frac{3}{5}$  length amidship,  $\frac{9}{20}$  at ends -  
 $32" \times \frac{1}{20}$  for  $\frac{1}{2}$  length amidship, gradually reduced to  $25" \times \frac{1}{20}$  at ends -  
Half beams in way of hatchways  $8\frac{1}{2} \times 5\frac{1}{2} \times \frac{1}{20}$   
at alternate frames -  
 $6\frac{7}{8}$  rivets -  
frames  $5" \times 3" \times \frac{1}{20}$  for  $\frac{3}{5}$  length amidship,  $\frac{7}{20}$  at ends -  
 $8" \times 1\frac{3}{4}$  - Spacing of frames  $24"$  -  
Reversed frames  $3\frac{1}{2} \times 3" \times \frac{1}{20}$  acc to general  
Hatchways pillared  
as per rule -  
Floor plates  $24" \times \frac{1}{20}$  for  $\frac{3}{5}$  length amidship,  $\frac{9}{20}$  and  $\frac{8}{20}$  at ends  
Centre through plate keelson  $10\frac{1}{2}$   
Side keel flat bars  $9" \times 15\frac{1}{16}$  -  
Garboard strakes  $36" \times \frac{1}{20}$  for  $\frac{1}{2}$  length amidship,  $\frac{9}{20}$  at ends -  
Bulwark, poop and forecabin side plating  $\frac{9}{20}$  -  
Edge laps single riveted, butts double riveted -  
Deck stringer plate butts overlapped  
and treble riveted -  
Sheerstrake  $40" \times \frac{1}{20}$  for  $\frac{1}{2}$  length  
amidship,  $\frac{9}{20}$  at ends -  
 $10\frac{1}{20}$  for  $\frac{1}{2}$  length amidship,  
 $\frac{9}{20}$  at after end,  $\frac{9}{20}$  at fore end -  
 $10\frac{1}{20}$  for  $\frac{1}{2}$  length amidship  
 $\frac{9}{20}$  at ends -  
 $10\frac{1}{20}$  for  $\frac{1}{2}$  length amidship  
 $\frac{9}{20}$  at after end,  $\frac{9}{20}$  at fore end -  
 $11\frac{1}{20}$  for  $\frac{1}{2}$  length amidship  
 $\frac{9}{20}$  at ends -  
 $11\frac{1}{20}$  for  $\frac{1}{2}$  length amidship  
 $\frac{9}{20}$  at after end,  $10\frac{1}{20}$  at fore end -  
 $11\frac{1}{20}$  for  $\frac{1}{2}$  length amidship,  $\frac{9}{20}$  at ends  
 $10\frac{1}{20}$  for  $\frac{1}{2}$  length amidship,  $\frac{9}{20}$  at after end,  $\frac{9}{20}$  at fore end -  
 $10\frac{1}{20}$  for  $\frac{1}{2}$  length amidship,  $\frac{9}{20}$  at ends -  
 $10\frac{1}{20}$  for  $\frac{1}{2}$  length amidship,  $\frac{9}{20}$  at after end,  $\frac{9}{20}$  at fore end -

Side keel flat bars 9" x 15 1/2"

Garboard shakes  $36" \times \frac{1}{2}"$  for  $\frac{1}{2}$  length amidships,  $\frac{1}{2}"$  at ends -

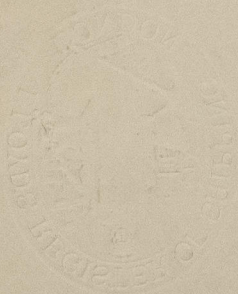

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Midship section

"Antonia Padre"

Gen. N<sup>o</sup> 2639



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