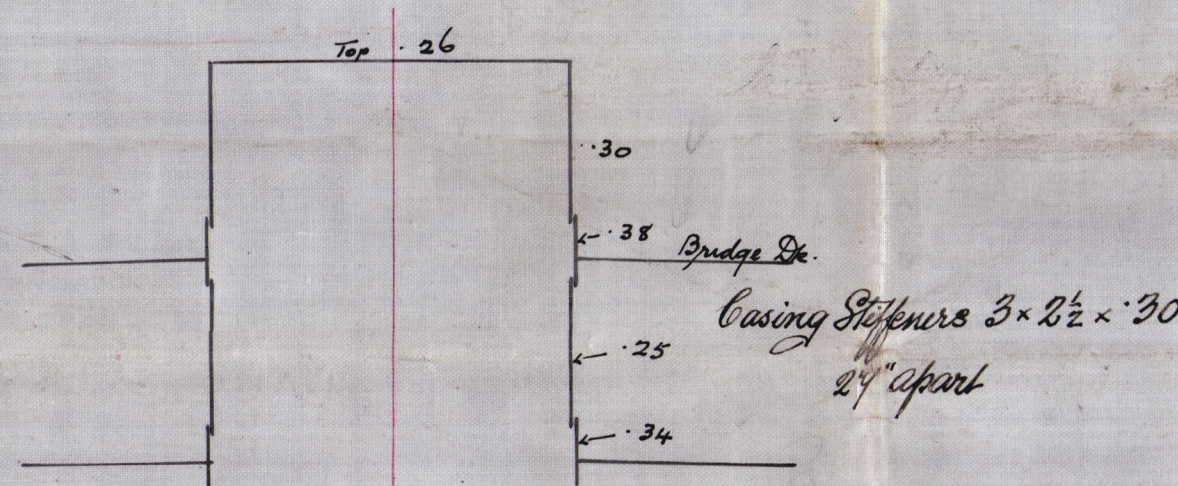


W. WOOD SKINNER & CO LTD  
SHIPBUILDERS  
NEWCASTLE ON TYNE

# SECTION OF CASING



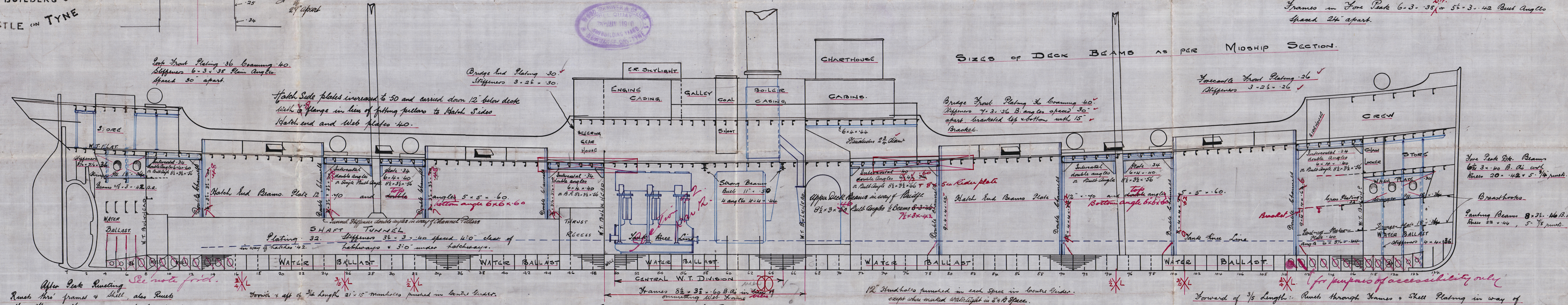
## PROPOSED LONGITUDINAL ELEVATION.

OF STEEL SCREW STEAMER

TO CLASS 100A1 LLOYDS.

SCALE 1/8" = 1 FOOT.

PRINCIPAL DIMENSIONS 281'0" - 42'10" - 21'2" MOULDED.



After Peak Riveting  
Rivets thro' frames & shell, also Rivets  
thro' keels & frames not to be spaced  
more than 5 diam. apart centre to centre

Frames in After Peak 6 x 3 - 38 or 5 1/2 x 3 - 42 But Angles  
Spaced 24" apart.

Stiffening of W. T. Bulkheads.  
No 114. Plating 3/4" at floor to 30" at upper decks. Vertical Stiffeners 8 1/2 x 3 - 46 B.A.s spaced 24" apart connected to upper deck by 15" Brackets. Horizontals 7 1/2 x 3 - 40 B.A. where shown  
No 49 & 67. Plating 3/4" at Tank Top to 28" at upper decks. Vertical Stiffeners (only) 7 1/2 x 3 - 46 B.A.s spaced 30" apart. Bracketed to deck & Tank Top by 15" Brackets.  
No 8. Plating 3/4" at floor to 30" at upper decks. Vertical Stiffeners 7 x 3 - 42 B.A.s spaced 24" apart & connected to upper deck by 15" Brackets. Horizontals 7 1/2 x 3 - 40 B.A. where shown.  
Bulkhead Frames & Bulkheads to Tank Top. No 114 to be 5 x 5 - 46, No 67 & 49 to be 4 1/2 x 4 1/2 - 44 & No 8 to be 4 1/2 x 4 1/2 - 46 all single angles.  
Bulkheads to Deck. No 114 to be 3 1/2 x 3 1/2 - 34, No 67, 49 & 8 to be 3 1/2 x 3 1/2 - 32 all single angles.

Forward of 3/5 Length: Rivets through Frames & Shell Plating in way of  
Flat of bottom to be spaced not more than 5 1/2  
diameters apart.  
Frame Bottoms double angles 3 x 3 - 36 or single  
angles 5 x 5 - 42 forward to Collision Bulkhead.  
Midships thickness of A + B + C Strakes maintained  
forward to Collision Bulkhead.  
Rate position of

No 168 s/s.



Wood Skinner & Co.

S.S. No 168.

Elevation.

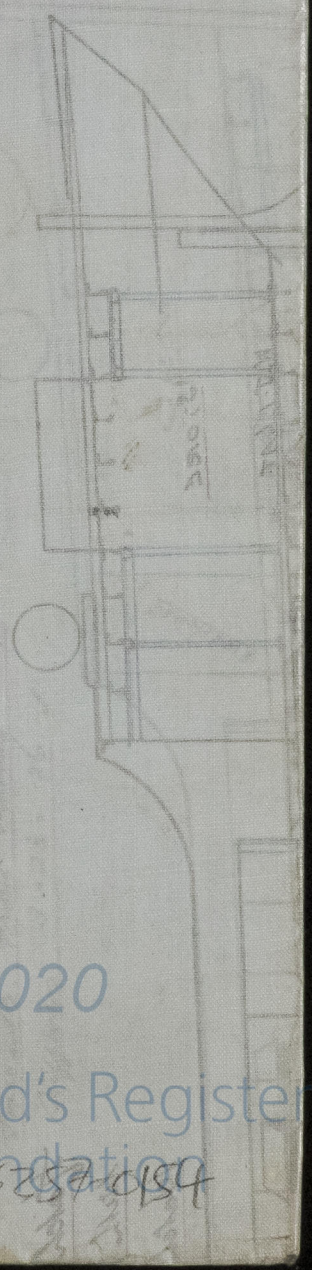
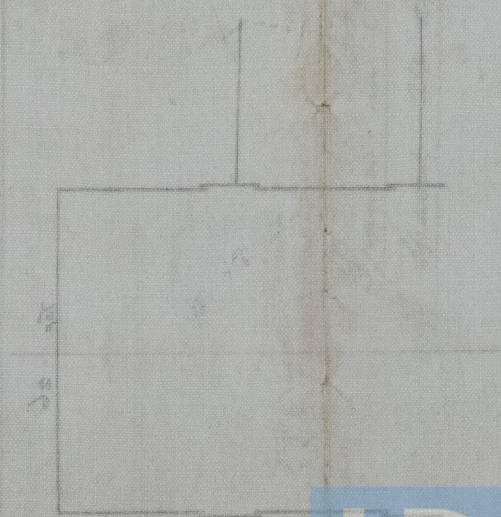
S.S. "HUNNIA"

NEWCASTLE - ON - TYNE.

REPORT No 60120.

WOOD SKINNER & CO. LTD.  
SHIPBUILDERS,  
NEWCASTLE ON TYNE.

SECTION OF CURVE



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