

SIDE PLATING INCREASED IN THICKNESS BEYOND RULING REQUIREMENTS TO COMPENSATE FOR OMISSION OF SIDE STRINGERS.



FORECASTLE.
SIDE PLATING .34"
STRINGER ANGLE 3" x 3" x .36"
PLATE 25" x .36"
TIE PLATES 8" x .36"
BEAMS 7 1/2" x 3" x .32" BULB ANGLE EVERY FRAME
ONE ROW OF PILLARS WITH RUNNER UNDER BEAMS
BEAM KNEES 21" x 16" x .40" 4 3/4 RIVETS

POOP
SIDE PLATING .32"
STRINGER ANGLE 3" x 3" x .36"
PLATE 25" x .36"
TIE PLATES 8" x .36"
BEAMS 7 1/2" x 3" x .38" BULB ANGLES
ON ALTERNATE FRAMES, ONE ROW PILLARS
BEAM KNEES 21" x 16" x .34" 4 3/4 RIVETS

STEEL SINGLE SCREW CARGO STEAMER.

DIMENSIONS.

LENGTH B.P. 270'-0"
BREADTH M² 38'-0"
DEPTH M² 20'-6"

TO CLASS 100 A1 AT LLOYDS.

$\frac{L}{B} = 13.17$ $\frac{L}{D} = 7.1$

BRIDGE NOT EXCEEDING 65 FEET LONG

SECTIONS GIVEN ARE MADE TO SUIT THOSE ROLLED BY NOVA SCOTIA STEEL & COAL CO. LTD.

FRAMES 7 1/2" x 3" x .46" BULB ANGLE SPACED 23 1/2" HULL TO HULL.
IN PEAKS 5" x 3" x .46" BULB ANGLE & REINFORCED FRAMES (see frame drawings)
IN DOUBLE BOTTOM 3" x 3" x .32" ON EVERY FLOOR, DOUBLE FORWARD OF 3 1/2" L TO COLLISION BULKHEAD.
REVERSE FRAMES IN DOUBLE BOTTOM 3" x 3" x .32" 42" IN BOILER ROOM, DOUBLE IN BOILER ROOM AND IN ENGINE ROOM TO OUTSIDE OF GIRDER.
FLOORS .32" ON EVERY FRAME, .42" IN BOILER SPACE.
IN PEAKS .36"
BULKHEADS FRAMES 5" x 5" x .42" SINGLE (ON PEAK BULKHEADS) 3 1/2" x 3 1/2" x .42" SINGLE ON OTHERS.
HULLSOLD, STIFFENERS 7 1/2" x 3" x .42" BULB ANGLE SPACED 24" IN COLLISION BULKHEAD 30" ON OTHERS.
THEY ARE 3 1/2" x 3 1/2" x .42" SPACED 24" IN COLLISION BULKHEAD 30" ON OTHERS.
BRACKETED TOP AND BOTTOM. BEAMS 3 1/2" x 3 1/2" x .36" SINGLE.
STEM 8" x 2 1/2" STERNPOST SEE DETAIL DRAWING

MIDDLE LINE STRAKE AND STRAKE ON EACH SIDE TO BE INCREASED TO 62" UNDER ENGINE BEDPLATE

TANK TOP PLATING 3/8" FOR 1/2" L TO 30"
40" UNDER HATCHES, 3/8" IN ENGINE SPACE
48" IN BOILER SPACE
4" x 1/4" x .30" SINGLE
50" IN BOILER SPACE
NO HOLD CEILING
3 1/2" x 3 1/2" x .32" LUGS IN HOLDS ONLY

NO MANHOLE IN FLOORS OR INTERCOSTALS UNDER WIDELY SPACED PILLARS

LLOYD'S NUMERALS.

TRANSVERSE NUMBER = 38 + 20.5 = 58.5
LONGITUDINAL NUMBER = 270 + 58.5 = 15795

D = 20.5 d = UNDER 17 FEET WITH DEEP MARGIN BRACKET

EQUIPMENT NUMBER.

LONGITUDINAL NUMBER = 15795

POOP = 28.0 x 7.5 x 7.5

BRIDGE = 184.625 x 7.5 x 7.5

FORECASTLE = 26.6 x 7.5 x 7.5

DECKHOUSE = 6266 x 7.25 x .5 = 22711

is altered to 1/4" dia. rivets with 1/8" dia. rivets

(see letter to Bureau dated 4/18/15 respecting equipment)

EQUIPMENT LETTER 9.

2 BOWER ANCHORS 30 1/2 CWT. STOCKLESS. } COLLECTIVE WEIGHT 34 CWT.

1 STREAM ANCHOR 8 1/2 CWT. EX STOCK OR 10 1/2 CWT. STOCKLESS.

1 KEDGE ANCHOR 4 1/2 CWT. EX STOCK OR 5 1/2 CWT. STOCKLESS.

2.40 FATHOMS 1 1/8" STUD CHAIN CABLE.

75 " 4" STEEL WIRE ROPE.

90 " 3 1/2" " TOWLINE.

2 LENGTHS EACH 90 FATHOMS, 6" HAWSER.

2 " " 90 " " 5" WARP.

is a new emergency measure. The bridge anchor may be dispensed with, & the length of cable may be reduced from 20 fathoms to 10 fathoms.

RIVETING.

SHELL. ALL EDGES OF SHELL PLATING, EXCEPT LOWER EDGE OF BULKHEAD AND FORECASTLE, BRIDGE AND POOP SIDE PLATING, TO BE LAPPED AND D.R.

LOWER EDGE OF BULKHEAD AND EDGES OF FORECASTLE, BRIDGE AND POOP SIDE PLATING

LAPPED AND S.R. EXCEPT AT ENDS OF BRIDGE AS NOTED ON SECTION.

TWO LANDING RIVETS IN FRAMES AT ALL D.R. LANDINGS.

BUTTS OF KEEL PLATE LAPPED AND Q.R. FOR 1/2 L AMIDSHIPS, T.R. AT ENDS.

BUTTS OF UPPER DECK SHEERSTRAKE LAPPED AND Q.R. FOR 1/2 L AMIDSHIPS, T.R. AT ENDS.

BUTTS OF SHELL BETWEEN KEEL AND SHEERSTRAKE LAPPED AND T.R. FOR 1/2 L AMIDSHIPS, D.R. AT ENDS.

WHERE MIDSHIP THICKNESS OF PLATING IS CONTINUED TO STEM, BUTTS TO BE T.R.

BUTTS OF BRIDGE, FORECASTLE AND POOP SIDE PLATING, ALSO BUTTS OF BULKHEAD TO BE LAPPED AND D.R.

ALL EDGES OF DECK PLATING TO BE LAPPED AND S.R.

BUTTS OF DECK STRINGER PLATES TO BE LAPPED AND T.R. FOR 1/2 L AMIDSHIPS, D.R. AT ENDS.

REMAINDER OF DECK BUTTS TO BE LAPPED AND D.R. FOR 1/2 L AMIDSHIPS, S.R. AT ENDS.

BUTTS OF BRIDGE, FORECASTLE AND POOP STRINGER PLATES TO BE LAPPED AND S.R. REMAINDER S.R.

INNER BOTTOM. ALL INNER BOTTOM PLATING EDGES TO BE LAPPED AND S.R. EXCEPT EDGES OF MIDDLE

LINE STRAKE IN BOILER ROOM, WHICH WILL BE D.R.

BUTTS OF MARGIN PLATES LAPPED AND T.R. IN BOILER SPACE, ELSEWHERE D.R.

BUTTS OF MIDDLE LINE STRAKE LAPPED AND T.R. IN BOILER SPACE, ELSEWHERE D.R.

BUTTS OF REMAINDER OF INNER BOTTOM PLATING LAPPED AND D.R. FOR 1/2 L AMIDSHIPS, S.R. AT ENDS.

BUTTS OF CENTRE GIRDERS LAPPED AND T.R. FOR 1/2 L AMIDSHIPS, D.R. AT ENDS.

FRAMES TO SHELL 7/8" DIA. SPACED 7 DIA. C² EXCEPT IN DOUBLE BOTTOM FORWARD OF 3/4 L

AND IN PEAKS WHERE THEY WILL BE 3/4 DIA. SPACED 5 1/2 DIA. C²

BEAMS TO DECK 3/4 DIA. SPACED 7 DIA. C² THROUGHOUT

solid steel floor plate submitted showing section of hullhead, flange arrangement, & strengthening of bottom forward

London office copy

APPROVED

DEC 8 1918

NEW YORK

Yard No. 5 Canadian Boiler

Yard No. 6 Canadian Main

W. H. H. H.

NOVA SCOTIA STEEL & COAL CO. LTD.

NEW GLASGOW, NOVA SCOTIA.

MIDSHIP SECTION.

HULLS NOS 5 & 6. SHIPYARD.

DRAWN BY TRACED BY CHECKED BY DRG. NO.

SCALE 1/2" = ONE FOOT DATE 5/1/1918

5-2

NOVA SCOTIA STEEL & COAL CO. LTD.

NEW GLASGOW, NOVA SCOTIA.

MIDSHIP SECTION.

HULLS NOS 5 & 6. SHIPYARD.

DRAWN BY TRACED BY CHECKED BY DRG. NO.

SCALE 1/2" = ONE FOOT DATE 5/1/1918

5-2



© 2021

Lloyd's Register
Foundation

006435-006446-0041