

5.4.99
14.10.99
20.10.99
24.10.99
27.10.99
31.10.99
20.11.99

MIDSHIP SECTION

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

No. 250

STRINGER PLATE $48 \times \frac{7}{20}$
" ANGLE $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{7}{20}$

IRON DECK $\frac{5}{16}$

BRIDGE DECK

UNDER 44 FEET

BEAMS ON EVERY FRAME $6\frac{1}{2} \times 3 \times \frac{9}{20}$ BULB ANGLE
FORECASTLE BEAM BULB TEE $8\frac{1}{2} \times 6 \times \frac{9}{20}$ UNDER WINDLASS.

SPAR DECK

STRINGER PLATE $50 \times \frac{11}{20}$ REDUCED TO $41 \times \frac{8}{20}$
STRINGER ANGLES $4 \times 4 \times \frac{9}{20}$
BEAM BULB ANGLES ON EVERY FRAME $9 \times 3 \times \frac{12-10}{20}$
BEAM BULB ANGLES IN WAY OF HATCHES $8 \times 3 \times \frac{10}{20}$ ON EVERY FRAME
BEAM BULB $11 \times \frac{10}{20}$ & ANGLE $5 \times 4 \times \frac{10}{20}$ AT HATCH ENDS
STEEL DECK $\frac{7}{20}$ INCREASED IN WAY OF OPENINGS

OVERLAP BUTTS QUADRUPLE RIVETED
FOR $\frac{1}{2}$ LENGTH, TREBLE AT ENDS

SPAR DECK

UNDER 46 FT.

MAIN DECK

STRINGER PLATE $60 \times \frac{12}{20}$ TO $41 \times \frac{8}{20}$ INCREASED $\frac{1}{20}$ & WITH ANGLE $7 \times 3 \times \frac{10}{20}$ IN HATCHES
& F.B. SPACE & SUPPORTED BY BRACKETS ON ALTERNATE FRAMES
BEAM BULB TEES $12 \times 6 \times \frac{13}{20}$ AS PER PROFILE
STRINGER ANGLES $4 \times 4 \times \frac{9}{20}$
TIE PLATE AT CENTRE $17 \times \frac{10-8}{20}$ ON EACH SIDE.

OVERLAP BUTTS TREBLE
RIVETED ALL FORE & AFT.

MAIN DECK

UNDER 48 FT.

FRAMES BULB ANGLES $7 \times 3 \times \frac{13}{20}$ FOR $\frac{1}{2}$ LENGTH $\frac{12}{20}$ AT ENDS SPACED $\frac{28}{20}$ APART.
FRAMES ON WEBS & BULKHEADS $5\frac{1}{2} \times 3\frac{1}{2} \times \frac{9}{20}$
DOUBLE REVERSE BARS ON WEBS $4 \times 3\frac{1}{2} \times \frac{10}{20}$
DOUBLE REVERSE BARS UNDER ENGINES & BOILERS $4 \times 3\frac{1}{2} \times \frac{10}{20}$
BULKHEADS UPPER PLATING $\frac{6}{20}$ LOWER $\frac{7}{20}$ STIFFENERS $7\frac{1}{2} \times 3 \times \frac{11}{20}$ BULB ANGLE.
SPACED $4' 0"$ APART VERTICALLY & HORIZONTALLY.
FORGINGS. STEM $11 \times 2\frac{3}{4}$. SCREW FRAME $11 \times 6\frac{1}{2}$ RUDDER HEAD 9 HEEL $7 \times 4\frac{1}{2}$ PINTLES 4×2 DIA
SHELL OVERLAPPED & TREBLE RIVETED ALL FORE & AFT
BOSS PLATES & PLATES ABOVE & BELOW $\frac{2}{20}$ THICKER THAN MIDSHIPS.

MAIN & SPAR DECK BEAMS ARE INCREASED IN SIZE IN LIEU OF QUARTER PILLARS
AND FOR $\frac{2-6}{2-4}$ SPACING.

WEB FRAMES $18 \times \frac{10}{20}$ 6 SPACES APART $2\frac{1}{2}$ IN WAY OF HATCHES
INTERCOSTAL PLATES $25 \times \frac{11}{20}$ FLANGED ON EDGE
INTERCOSTAL ANGLES $4 \times 3\frac{1}{2} \times \frac{8-7}{20}$
SEMI-DIAMOND PLATES $36 \times 20 \times \frac{9}{16}$ IRON.

FLOORS ON EVERY FRAME $\frac{9}{20}$
FLANGED TOP & BOTTOM

MARGIN PLATE $36 \times \frac{9-8}{20}$
ANGLE $4 \times 4 \times \frac{9}{20}$ $\frac{9-8}{20}$

LLOYD'S NUMERALS	
HALF BEAM MOULDED	23.5
DEPTH OF HOLD & FLOOR	23.10
HALF GIRTH	49.8
FRAME NUMBER	89.11
LENGTH PER RULE	338.2
PLATING N ^o	304.10
EQUIPMENT NUMBER	376.73
DEPTHS IN LENGTH	14.19
BEAMS IN LENGTH	7.22
CLASS 100 A.1. SPAR DECK	
ALL SCANTLING OF STEEL EXCEPT WHERE OTHERWISE SPECIFIED	

MIDDLE LINE STRAKE $36 \times \frac{10-8}{20}$
TANK TOP IN ENGINE SPACE $\frac{9}{16}$ BOILER SPACE $\frac{9}{16}$
TANK TOP IN HOLDS $8-7 \times \frac{9-8}{20}$ $\frac{9-8}{20}$

IRON GRAB DIVISION $\frac{5}{16}$ THICK
DOUBLE ANGLES $5\frac{1}{2} \times 3 \times \frac{9}{16}$ IN FORE HOLD
& $4\frac{1}{2} \times 3 \times \frac{8}{16}$ IN AFTER HOLD AT ALTERNATE FRAMES.

FURNESS, WITBY & CO. LIMITED
SHIPBUILDERS & REPAIRERS
WEST HARTLEPOOL
May 30th 1999

5/4/99
19/10/99

Order carried as far
forward as practicable.


IN LIEU OF KEEL DOUBLING
FOR $\frac{1}{2}$ LENGTH.

Furness Withy & Co Ltd

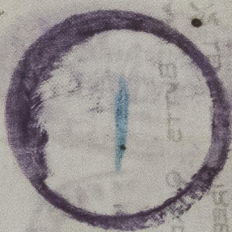
Maiden Section 250*251

Proposed duplicate

"Barbara" & "Annie"

No. 250 "Morocco" ^{now} "TUNQUE" 

Npl. Report No. 11331



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Lloyd's Register
Foundation

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