

11.1.05.

S.S. 207 & 208. Midship Section.

Length between Piers 408' 0"
Breadth moulded 52' 6"
Depth moulded 30' 9"

$\frac{1}{2}$ Girth = 54.20'
 $\frac{1}{2}$ Breadth = 26.25'
Depth = 31.84'

Number for frames = 112.29 - 7.00 = 105.29.

Number for plating = 105.29 x 408 = 42958.

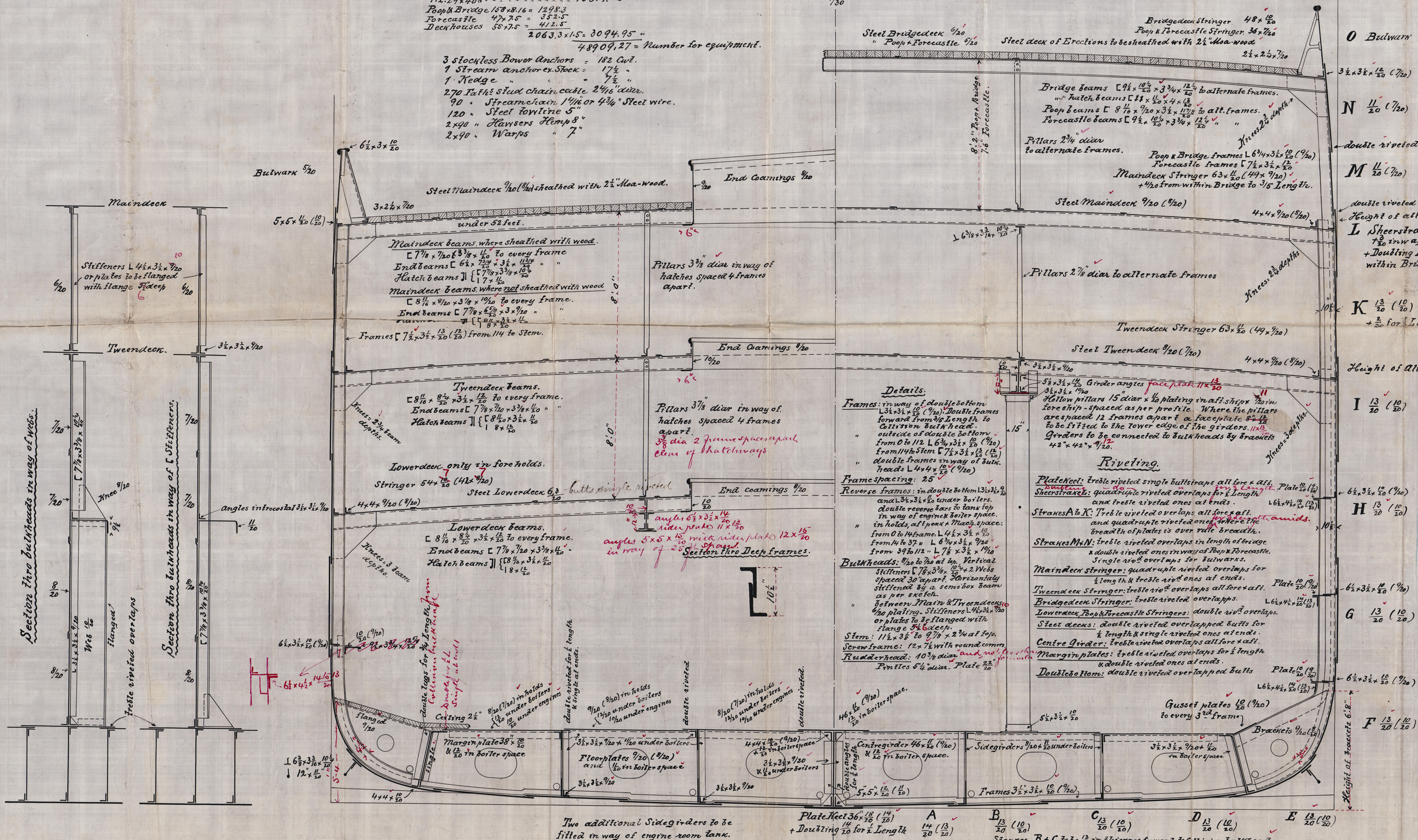
$L \div D = 12.81$
 $L \div B = 7.77$

Class: Lloyds * 100 A.1. Steel. Three deck rule. Deep framing.

Anchors, Chains & Cables.

112.29 x 408 = 45814.32 Cubic ft.
Popk Bridge 158 x 8.16 = 1298.3
Forecastle 47 x 7.5 = 352.5
Deck houses 58 x 7.5 = 412.5
20633.3 x 1.5 = 30949.95
48909.27 = Number for equipment.

3 stockless Bower Anchors = 182 Cwt.
1 Stream anchor ex Stock = 17 1/2 "
1 Kedge " = 7 1/2 "
270 Fath's Stud chain cable 2 1/4" dia.
90 " Stream chain 1 1/4" or 4 3/4" Steel wire.
120 " Steel towline 5 "
2 x 90 " Hawsers Hemp 8 "
2 x 90 " Warps " 7 "



Details.

Frames: in way of double bottom L 3 1/2 x 3 1/2 (10/20) Double frames forward from 1/2 length to Collision bulkhead. Outside of double bottom from 0 to 1/2 L 6 3/4 x 3 1/2 (10/20) from 1/2 to 11/16 Stem 7 1/2 x 3 1/2 (10/20) double frames in way of bulkheads L 4 1/4 x 3 1/2 (10/20)

Frame spacing: 25"
Reverse frames: in double bottom 13 1/2 x 9 and 3 1/2 x 1 1/2 under boilers. Double reverse bars to tank top in way of engine boiler space. In holds, at peak & Macph. space: from 0 to 1/4 Lame L 4 1/2 x 3 1/2 (10/20) from 1/4 to 3/4 L 6 3/4 x 3 1/2 (10/20) from 3/4 to 11/16 L 7 1/2 x 3 1/2 (10/20)

Bulkheads: 1/2 to 1/2 at top. Vertical spaced 30' apart. Horizontally stiffened by a corner beam as per section. Between Main & Tweendeck 1/2 to 1/2 plating. Stiffeners 1/2 to 1/2 or plates to be flanged with flange 5/8 deep. Stem: 11 1/2 x 3 1/2 to 9 7/8 x 2 3/4 at top. Stern frame: 12 x 7 1/2 with round corner. Rudderhead: 10 1/2 dia. and 1/2 thick. Pinnacles 6 1/2 dia. Plate 1/2

Riveting.

Plating: treble riveted single butt straps all fore & aft. Sheerstrake: quadruple riveted overlaps for 1 length and treble riveted ones at ends. Strakes A to K: treble riveted overlaps all fore & aft and quadruple riveted ones at ends. Strakes M to N: treble riveted overlaps in length of bridge and quadruple riveted ones in way of Popk Forecastle. Single rivet overlaps for bulkheads. Maindeck stringer: quadruple riveted overlaps for 1 length & treble rivet ones at ends. Tweendeck stringer: treble rivet overlaps all fore & aft. Bridge deck stringer: treble riveted overlaps. Lowerdeck Popk Forecastle stringers: double rivet overlaps. Steel decks: double riveted overlapped butts for 1 length & single riveted ones at ends. Centre girder: treble riveted overlaps for 1 length & double riveted ones at ends. Double bottom: double riveted overlapped butts for 1 length & single riveted ones at ends. Gusset plates 1/2 (10/20) to every 3rd frame. Brackets 1/2 (10/20)

Two additional Side girders to be fitted in way of engine room tank.
Plate Keel 36 x 1 1/2 (10/20) A 14 (10/20) B 13 (10/20) C 13 (10/20) D 13 (10/20) E 13 (10/20) F 13 (10/20)
Strakes B + C to be 1/2 in thickness toward Collision bulkhead. Strakes B - C & D reduced to 1/2 in thickness in way of double bottom. Bottom forward from 1/2 L to Collision bulkhead to be strengthened as per rule.

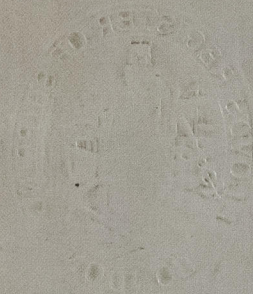
24057
JOH. C. TECKENDORF A.-G.
SCHIFFSWERFT und MASCHINENFABRIK
BREITENBURG-GERMANY
30/12.04.

L. Hessen

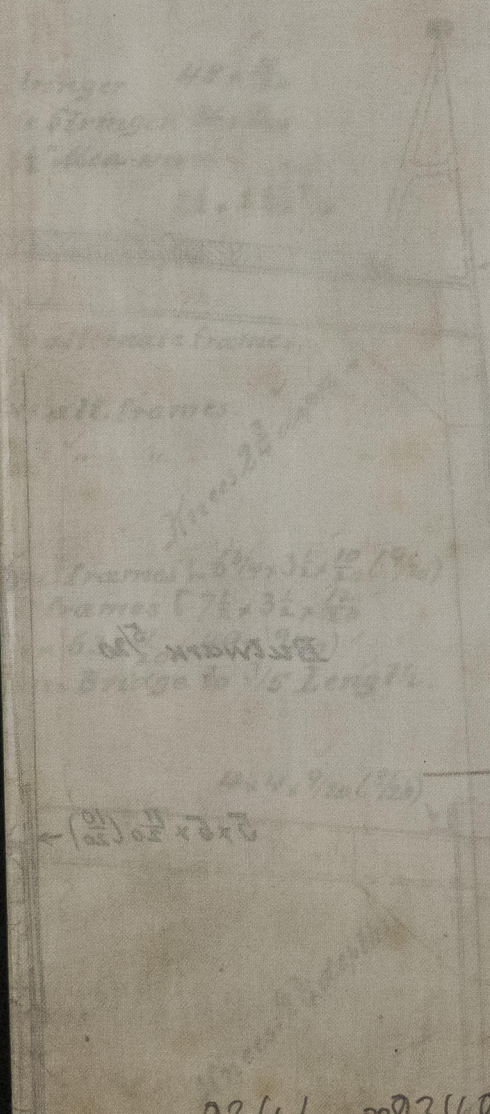
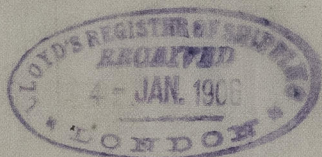
Bhm 1107

S. L. Westfalen

1125



11.1.02



O Balance

N 1/2

M 1/2

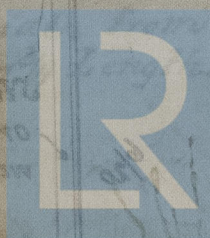
double length of bridge

Heart of all frames

all frames

all frames

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Foundation

