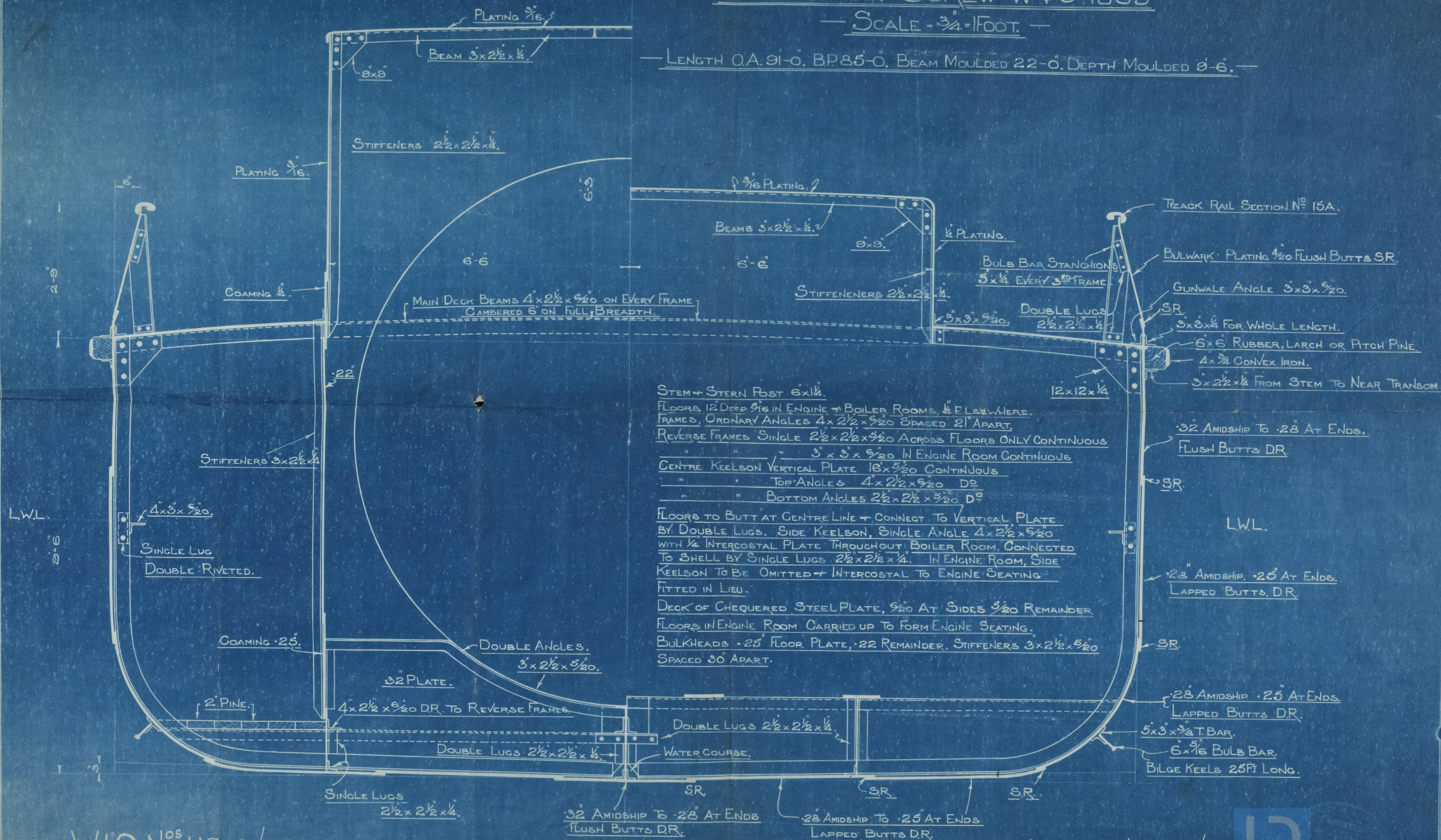


— MIDSHIP SECTION —  
— STEEL TWIN SCREW W/O TUGS —

— SCALE -  $\frac{3}{4}$ " = 1 FOOT. —

— LENGTH O.A. 91'-0". B.P. 85'-0". BEAM MOULDED 22'-0". DEPTH MOULDED 9'-6". —



STEM + STERN POST  $6 \times \frac{1}{4}$ .  
FLOORS 12" DEEP  $\frac{3}{16}$  IN ENGINE + BOILER ROOMS,  $\frac{1}{4}$  ELSEWHERE.  
FRAMES, ORDINARY ANGLES  $4 \times 2\frac{1}{2} \times \frac{5}{16}$  SPACED 21" APART.  
REVERSE FRAMES SINGLE  $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{5}{16}$  ACROSS FLOORS ONLY CONTINUOUS  
" " "  $3 \times 3 \times \frac{5}{16}$  IN ENGINE ROOM CONTINUOUS  
CENTRE KEELSON VERTICAL PLATE  $16 \times \frac{5}{16}$  CONTINUOUS  
" " TOP ANGLES  $4 \times 2\frac{1}{2} \times \frac{5}{16}$  DS  
" " BOTTOM ANGLES  $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{5}{16}$  DS  
FLOORS TO BUTT AT CENTRE LINE + CONNECT TO VERTICAL PLATE  
BY DOUBLE LUGS. SIDE KEELSON, SINGLE ANGLE  $4 \times 2\frac{1}{2} \times \frac{5}{16}$   
WITH  $\frac{1}{4}$  INTERCOSTAL PLATE THROUGHOUT. BOILER ROOM, CONNECTED  
TO SHELL BY SINGLE LUGS  $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{1}{4}$ . IN ENGINE ROOM, SIDE  
KEELSON TO BE OMITTED + INTERCOSTAL TO ENGINE SEATING  
FITTED IN LIEU.  
DECK OF CHEQUERED STEEL PLATE,  $\frac{5}{16}$  AT SIDES  $\frac{3}{16}$  REMAINDER  
FLOORS IN ENGINE ROOM CARRIED UP TO FORM ENGINE SEATING.  
BULKHEADS  $\cdot 25$ " FLOOR PLATE,  $\cdot 22$  REMAINDER. STIFFENERS  $3 \times 2\frac{1}{2} \times \frac{5}{16}$   
SPACED 30" APART.

— W/O N<sup>OS</sup> HS. 21/22. —

— WORKS N<sup>OS</sup> 481/482. —

3/1/1917

009601-009609-0079



60 LPH CH 22245

60 LPH CH 22390

or 22390

Anchor LPH CH 24019.

" LPH CH 24342

MS.

1/5 Prin No 1

Midship Section.

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