

MIDSHIP SECTION -

TO CLASS AT BRITISH CORPORATION B.S.\*

- 24'-4" DRAUGHT -

9 APR 1919

Approved *[Signature]*  
 Sec. Editor 10-22-19

1" Roots 6"  
(Maybe  $\frac{7}{8}$  R ~  $5\frac{1}{4}$ )

$\frac{7}{8}$  Kewels  $5\frac{1}{2}$

Overlap butts throughout -  
Shell Butts Quadruple & Triple, double at ends. ✓  
Rivets Frames to Shell 6 dies apart ✓  
" in After Tank, on Mid & floor forward and  
for 15' of the length of fore and 5 1/2 dies apart - ✓  
Reverses to Tank Top <sup>to floor</sup> 7 dies apart & 5 dies apart  
in Engine Room and under Thrust - ✓  
Rivets in Shell Seams 1 1/2 dies apart - ✓  
Two Joistlers through frames & shell landings where  
joggled, One where not joggled -  
Rivets through Bulkhead frames & Shell Liners  
5 to 5 1/2 dies apart -  
Beams to Upper & Second deck plating 7 dies apart -  
Rivets in vertical connections of intercostal girders 7 dies apart  
Horizontal connections 6 dies apart - ✓

Owners requirements:- shown on plans  
Tank Top, Floors, Intercostals and bars under Engines  
and Boilers to be of steel of iron thickness, increased  
to under Boilers  
Upper deck of steel of iron thickness  
Upper deck plating between hatches increased  $\frac{1}{8}$  to 12" <sup>36/8</sup>

SECTION THROUGH BALLER ROOM -

- SECTION THROUGH ENGINE - Power



Erasmus Vergoths

10

411.6" x 55' 0" x 27' 6"

Middle

bag

N-N

Erasmus Vergoths

1

Erasmus Taylor & Co

Vessel No 195

411.6" x 55' 0" x 27' 6"

Middle Section

App<sup>d</sup> 10. 4. 19

SS "PARIS CITY"

TC

28

5

19

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