RECEIVED 24th JUNE 82

Copy

"British Queen" Report Report No 2733

MIDSHIP SECTION

STEEL & IRON SCREW STEAMERS

Nos 138-139

410·0 × 39·0 × 29·0 (MOLD)

TO CLASS 100A1 AT LLOYDS

THREE DECKED RULE

SCALE ½" = ONE FOOT

STEEL SCANTLINGS EXCEPT WHERE MARKED IRON

NUMERALS

19·5 + 31·33 + 46·3 - 7·0 = 90·13 FRAMING No

90·13 × 408·4 = 36809 PLATING No

97·13 × 408·4 = 39664·8 EQUIPMENT No

10·4 BREADTHS 13 DEPTHS TO UPPER DECK

14·1 DEPTHS TO MIDDLE DECK

Frames $5\frac{1}{2} \times 3\frac{1}{2} \times \frac{13}{32}$ for $\frac{3}{5}$ to $\frac{11}{32}$ Spaced 24"

Doubling frames 5 Flt for $\frac{7}{4}$

R. Frames $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{13}{32}$ double in E & B. Space

Bulkheads $\frac{12}{32}$ to $\frac{10}{32}$

Iron Stern post 11 × 6½ or equal Section

Iron Rudder $9\frac{1}{4} \times 4\frac{3}{4}$

Equipment		
2 Bowers	41½ Cwt	ex Stock
1 "	40½ "	" " } 159¾ Cwts
1 "	36¼ "	" "
1 Stream	12¾ "	" "
1 Kedge	6½ "	" "
1 "	3¼ "	" "
300 fathoms	2 2/16"	Stud chain
90 "	1 3/16"	Stream
90 "	12"	Towline
90 "	12"	Warp
90 "	8"	Warp

Deck 13/32"

6" Bulb Tee Iron

Deck 12/32"

9" Bulb Tee Iron

10" Bulb Tee Iron

2 3/8" Iron Spaced 4 1/2" for 2 8 Plate ends

3½" Iron Spaced 4½" for 2 8 Plate ends

3" Iron Spaced 4½" for 2 8 Plate ends

Keel $9\frac{1}{2} \times 3\frac{7}{8}$ Iron

Floors $25\frac{1}{2} \times \frac{9}{16}$ to $\frac{13}{32}$

Stringer $30 \times \frac{9}{16}$

Stringer $30 \times \frac{9}{16}$

Stringer $48 \times \frac{9}{16}$

End of R. Frame

End of R. Frame

5/16 Iron

6 × 4 × 9/16

4 × 4 × 15/32

Sheer Strake 40" × 12/16 to 21/32

21/32 to 8/16

21/32 to 8/16

4 × 4 × 15/32

13/32 to 15/32

4 × 4 × 15/32

21/32 to 8/16

13/32 to 15/32

4 × 4 × 15/32

21/32 to 8/16

8 × 13/32

6 × 4 × 9/16

21/32 to 8/16

14 × 23/32

6 × 4 × 9/16

30 × 23/32

15 × 13/32

12 × 13/32

6 × 4 × 9/16

7/16 Iron

15 × 13/32

12 × 13/32

6 × 4 × 9/16

21/32 to 8/16

36 × 23/32 to 10/10

13/32 to 15/32

21/32 to 8/16

19/32 to 15/32

21/32 to 8/16

21/32 to 8/16

Angles as shewn or equal Section to be submitted for approval.

19 Dec 1879

W.M.

H.J.L. 5/1/80

J.W. 22/12/79

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