

Half Midship Section

Twin Screw Tug

No 6

Proposed Class 100 A1

13.2.91.
19.10.91.
23.11.91.

Material - Iron

Nos for Frames = 38

Nos for Plating = 3420

String Frames where practicable

Half Breadth 9.75
Depth 11.
Half Depth 5.375
Length 34.875

Bulkheads $\frac{1}{16}$, Angles $3 \times 2\frac{1}{2} \times \frac{5}{16}$ spaced 2'-6" apart.

Keel ----- $6\frac{3}{4} \times 1\frac{1}{4}$

Stem ----- $6 \times 1\frac{1}{4}$

Stern post ----- $6 \times 2\frac{1}{2}$

Length between perpendiculars ----- 90'-0" (As per Lloyd's Rules)

Breadth moulded ----- 19'-6"

Depth from top of deck beams to top of

floor amidships ----- 10'-0"

Do Do to top of keel ----- 11'-0"

Mast 2 1/2" dia
Rudder head 3 1/2" dia
do keel 2" do

Equipment
2 Motor Anchors 3 1/2" dia
1 Steam do 3/4 " " "
1 Rudder do 1/2 " " "
120 fms 1/4" dia Chain Cable
4 1/2" 1/16" Steam Chain
75' 5/16" hemp towing
90' 3/4" hawser

Stringer double angle irons $3 \times 3 \times \frac{5}{16}$

Reverse frames $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{1}{16}$
Double reverse frames in Engine & Boiler space

Plating of deck stringer plate, shear strake
also these plating 1/16" thicker than
the plates they connect.
Shell plating 1/16" bulk pitted
except where above the limit for
length where they will be bulk
pitted.

Centre plate $8\frac{1}{2} \times \frac{1}{16}$ for half
the length amidships, $\frac{1}{16}$ at ends.

Rider plate $7 \times \frac{1}{16}$
Angle irons $3 \times 3 \times \frac{5}{16}$

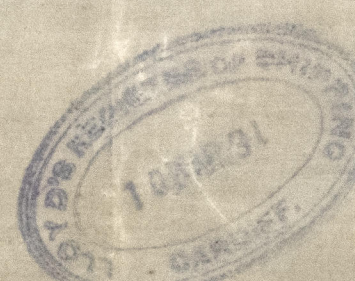
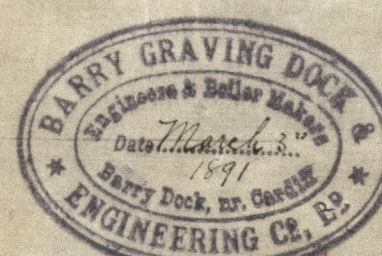
Bulge Keelsons $3 \times 3 \times \frac{5}{16}$

Floor plates $11\frac{1}{2} \times \frac{1}{16}$ Engine & Boiler space $11\frac{1}{2} \times \frac{1}{16}$

$\frac{1}{16}$ for half the length amidships, $\frac{1}{16}$ at ends.

$\frac{1}{16}$ the whole length.

Scale, 1 1/2 inches = 1 foot.



Recd 11.3.91

Half Midship Section

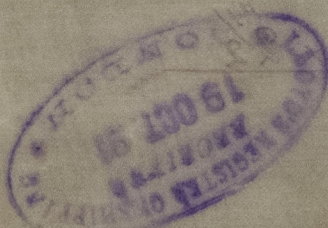
Top Gun

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