S.S. "Eulalie"
Classed No. 6317.
Built 1883.

Copy made from Plan received from Messrs Gray & Peters

L.R. Stamp

Lr to Glo

3.1.83

Midship Section
Iron Screw Steamer
No. 280.
To Class

Dimensions. Length as per Rule ------ 258.58
Half moulded breadth -- 19.89
Depth from top of Keel 19.87
Half midship girth 34.45

100 A1 at Lloyds

Numerals 17.89 + 19.87 + 34.49 5 ------ = 72.21 Thwartship numeral
do + do + do + 258.58 ------ = 18672.06 Longitudinal –
do + do + do + do + 1/10 ---- = 20539.26 Outfits –

Proportions 258.58 ÷ 19.87 = 13.01 Depth from tops of keel
do ÷ 35.58 = 7.22 Moulded Breadths

Bridge deck of 5×3 Y. pine or of iron 5/16 thick

Forecastle deck of Y. pine 5×3

Bridge deck

Bridge deck Beams if wood deck 6½×3×8/16 on alternate frames } if iron deck to be fitted 3½×3×6/16 5 measuring frame well pillared

Forecastle Beams Bulb 6½×6/16. Angle 3×2¾×5/16 on alternate frames.

Raised Quarter deck
Beams of bulb angle 6×3×8/16 on every frame
Stringer plate 58×10/16 for ½ to 30×8/16 Butt straps 16¾×11/16 and treble
– do – riveted for ½ length thence to ends 9¾×9/16 to 8/16 double riveted
– do – Angle 5×4×9/16 to 8/16
Deck of iron 6/16 thick
Hatch Beams of bulb 8½×8/16. Angles 3×3×7/16 or 5×4×9/16.
Iron deck 6/16 Landing angle riveted 2½ Butt straps 8×6/16 double riveted

Main deck

Single legs 3½×3½×6/16
Double angles 5½×3½×6/16

2½ dia

Beams Bulb Angle 6×3×8/16 on every frame
Hatch beams Bulb 8½×8/16 angles 3×3×7/16 or single iron 5×4×9/16

Stem ---- 8½×2½ to load line top to 6½×2½ at head
Stem post --- 8½×5 to Counter do 6½×5 at head
Rudder ---- 6¼ stock – keel 8¼ – plating 7/16

Frames 4½×3×8/16 for 3/5 to 7/16 at ends – spaced 24 all to lightest stringer
Reverse frames 3×3×7/16 to main or Quarter and Lower deck alternately alternate Rev. frames to Forecastle Stringer
Bulkheads – 6/16 & 5/16 plate Angles 3×3×7/16 spaced.

Lit Bulb 8 3/16

Lower deck

Bulb 9½×9/16 Angles 4×4×8/16 on every 10th frame.

3¼ dia close extending to Main deck 3 5/8 dia

Bulb for ½ L
Double angle iron stringer

Centre keel plate 36×9/16 for ½ length to Butt straps 14¼×10/16 in E. & B. space remainder 9¾×9/16–7/16 dbl riv.
Upper angles 5×4×9/16 for ½ to 8/16 at ends.
Centre plate vertical about 41×10/16 for ½ to 8/16 at ends Double Butt straps 16¾×6/16 treble riveted
Lower angles intercostal 5½ × × 9/16 for 3/5 to 8/16 at ends.

Ceiling 2½ thick

Bracket plate all 6/16 solid floors under Engine & Boiler bearers.
Longitudinal Keels 9/16 Butt straps 8×6/16 double riveted 14½×7/16 treble riveted in way of E. & B. space.
do angles 5½×3×9/16 Upper & Lower.
Thwartship vertical angles 3½×3×7/16 Vertical angles 3×3×6/16 } Butt straps 8×6/16
Top plates 9/16 7/16 in way of E. & B. space single riveted landing 2 4 wide } do 14½×7/16 in E. & B. space

Note! Plating to be worked as high as the 11 thick, and all above to be of iron plates. All bulbs next from the keel to be treble riveted to the strake 1/16 thicker than the plate they connect

Treble riveted Landing 6¾ wide
Double riveted Landing 5½ wide
Double riveted Landing 5½ wide
Double riveted Landing 5½ wide
Double riveted Landing 5½ wide

9/16 for ½ length to 8/16 at ends Butt straps 9/16 for ½ length to 8/16 at ends. Butt straps 9¾×9/16 for ½ to 8/16 double riveted
Gorboard strakes about 41×11/16 for ½ to 10/16. Butt straps 14¼×10/16 Treble rivets for ½ length thence to ends 9¾×9/16 to 8/16 double riveted
Flat Plate Keel 10/16 for 3/5 to 12/16 Butt straps 16/16×21¼ and treble riveted. (to 13/16 thick)

Section of bracket frames

Section at alternate frames on which no brackets are fitted

Bridge stringer 24×6/16 } Butt straps double riveted 8×6/16
Forecastle – 20×6/16 }
Angles for above 3×3×6/16
Side plating of Bridge & Forecastle 6/16
do Butt straps double riveted 8×6/16
Main rail Iron plate 7×5/16
do angle 3½×3×6/16 if of iron
Bulwark Plating 5/16 Stays double riveted 8×5/16
do Stanchions 1 7/8 dia
Main deck Stringer plate 38×10/16 for ½ to 30×8/16 at ends
do do Butt straps 16¾×11/16 Treble riveted for ½ length thence to ends 9¾×9/16 8/16 and double riveted
– do – do Angle 5×4×9/16 to 8/16
single riveted landing

Sheerstrake about 46½×12/16 for ½ length to 9/16 at ends. Butt straps 16¾×13/16
– – – and treble riveted for ½ length thence to ends 11¼×12/16 to 9/16 and double riveted
do double for ½ length with about 36×10/16 for ½
do do Butt straps 11¼×10/16 double riveted
Double riveted landing 5½ wide

10/16 for ½ length to 8/16 at ends Butt straps 11¼×10/16 to 9/16 double riveted
Face bars 5×4×9/16 instead of angles & face plate (see Sketch)

Lower deck stringer plate 33×9/16 for ½ length to 26×8/16 at ends
do do Butt straps 9¾×9/16 to 8/16 double riveted
do do Angles 4×4×9/16 for ½ length to 8/16
Double riveted landing 5½ wide

10/16 for ½ length to 8/16 at ends. Butt straps 16¾×11/16 & treble riveted for ½ length thence to ends 9¾×9/16 to 8/16 double riveted
– Double riveted landing 5½ wide

10/16 for ½ length to 8/16 at ends. Butt straps 11¼×10/16 for ½ treble riveted thence to ends 9¾×9/16–8/16 all double riveted
Keelson angles 5×4×9/16 for 3/5 length ends 8/16
do plate 8/16 for ½ length 3½×2×7/16 angles
Bulb in way of quarter deck for ½ L and straps
Double riveted landing 5½ wide

10/16 for ½ length to 8/16 at ends Butt straps 16¾×11/16 and treble riveted for ½ length thence to ends do 9¾×9/16 to 8/16 double riveted

Double riveted landing 5½ wide

Bilge Keels Bulb 10×7/16 angle 3½×3×7/16 for about ½ length
Wingplate of ballast tank 7/16. Angles 3½×3½×8/16 Butts double riveted

10/16 for ½ length to 8/16 at ends Butt straps 16¾×11/16 & treble riveted for ½ length
do Thwartship ends 9¾×9/16 to 8/16 double riveted
Double riveted landing 5½ wide

9/16 in way of double bottom) for ½ length to 8/16 at ends. Butt straps 16¾×11/16 treble riveted for ½ length thence to ends 9¾×9/16 to 8/16 double riveted

Section of quarter deck & Lower deck

Increased in thickness at break & butts of plating treble riveted

Upper & Lower deck stringers for continuous compensation bar rivets to ground in upper angle

Plan of Lower deck stringer showing proposed method of fitting face angle

Equipment

Anchors. 2 Bowers 27¾ Cwts ex stock. Test 26 18/20 Tons
1 do 23½ – – – do 23 12/20 –
1 stream 8¾ – – – do 10 17/20 –
1 Kedge 4½ – – – do 6 17/20 –
1 do 2¼ – – – do 4 15/20 –

Cables. 270 fathoms 1 11/16 stud chain Test 51½ tons. Breaking test 71¾ tons
75 – 1 1/16 stream chain – 33 –

Hawsers. 90 fathoms 11" Lemk or Manl } or equivalents
90 – 9" do
90 – 7 do

Alex. Stephen & Sons.
Shipbuilders & Engineers
Glasgow

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