

Lloyds Rules :- 1885

S. S. "Maumben" Glasgow Report No 4529.
S. S. "Finland" — do — " 4588.

4.3.86

The rivets, keel, stem, sternpost, rudder & pillars
the girders & tops of inner bottom, coal bunker
bulkheads, Casings, round engines, Hatchways, Comings
ports, forecassle, and deck sections to be of iron

Steel Screw Steamer No 270.

Length B.P. 230'-0"

Depth of Hold 15'-9"

Depth Moulded 16'-10 1/2"

1/2 Girth	31.00
1/2 Breadth	16.37
Depth	<u>17.54</u>

Breadths to Length - 6.98

Depths to do. 13.04

17.54
64.91

Frame 12)
Iron duct 6/

Angle Beams on every frame $6 \times 3 \times \frac{7}{16}$ or 8
 Less than $\frac{3}{4}$ in. midship beam $6 \times 3 \times \frac{7}{16}$
 Beams at ends of Hatchways - Bulb $8 \times \frac{7}{16}$
 do Single angle $6 \times 3 \times \frac{7}{16}$

Bulkheads: Upper half $5\frac{1}{16}$
 Lower do $6\frac{1}{16}$
 Rudder dist at Head $5\frac{1}{2}$
 do do Heel 3"
 } Collection Wt 60 cwt.

Equipment:		do	Collector
1	Power Anchor 21 Cwts ex Stoc		}
1	do do 15% lighter		
1	do do 7 1/2%		
1	Stream Anchor 7 1/4 Cwts ex Stoc		
1 st	Kedge " 3 1/2 "		
2 nd	" " 1 3/4 "		
240	fath ^{ms} 1 3/8 stud chain Cable		
45	" 1 1/8 " "		
	" 1 1/8 " "		

do do Adcl 3
Collectors Wt 60 cwt.

Pillars from Keelson to Main Str. $3\frac{1}{4}"$ } also $\frac{1}{16}$ cream
 " " " " " " " " } Hawthorns & Marpo as p
 " " " " " " " " } Cusse
 " " " " " " " " } bea
 " " " " " " " " } Cr
 " " " " " " " " } Angles 4 x $3\frac{1}{2}$ x $\frac{1}{16}$
 " " " " " " " " } Built 9 x $\frac{9}{16}$
 " " " " " " " " } fastened to every 10th frame.

Warp as per Lloyd's
Gusset Plate riveted to
beam + stringer plate
x 9/16
x 3 1/2 x 1/4
Covering Plate 8 1/4 x 8

Pillars on every beam for $\frac{3}{4}$ length
 & on every alternate before and aft this.

Knee 22 1/2

from Kielson to Hold Beams $2\frac{1}{8}$ "
Boss plates $\frac{1}{16}$ " thicker than same struts, amidships.

1. Maclure's Flats on
" Angles 3 x 3

Ransom plate $20 \frac{1}{2} \times 7 \frac{1}{16}$

Bulkhead stiffener $4 \times 3 \times 7 \frac{1}{16}$

Vertical Plate $15 \times \frac{11}{16}$ for $\frac{1}{2}$ len to $\frac{9}{16}$
 $11 \times \frac{11}{16}$ for other $\frac{3}{4}$ len to $\frac{1}{2}$

1843

Angles $5 \times 3\frac{1}{2} \times 7\frac{1}{6}$ for $\frac{3}{4}$ to $7\frac{1}{6}$ Intercostal Ribs $7\frac{1}{6}$ as far forward Angle $5 \times 3\frac{1}{2}$

$\times \frac{8}{16}$ for $\frac{3}{5}$ to $\frac{7}{16}$

Angles $5 + 3\frac{1}{2} \times \frac{8}{16}$ as previously Ceiling $2\frac{1}{2}$
for $\frac{1}{8}$ to $\frac{7}{16}$

Reverse frames $3 + 3 \times \frac{6}{16}$ Double Reverse in 8 or 13 Sps

A close-up photograph of a ship's hull, showing the name 'ce' and a vertical structure, possibly a mast or antenna.

Floors $19'' \times \frac{9}{16}$ for $\frac{1}{2}$ cen to $\frac{7}{16}$ $\frac{9}{16}$ in 8 + 13 Space.
Spaced 23" Centre to Centre

9/11 5 8/11

$4 \times 2 \frac{3}{16}$ $7 \frac{1}{16}$ $3 \times 2 \frac{3}{16}$ $10 \frac{1}{16}$ to $8 \frac{1}{16}$
 Total $8 \times 2 \frac{3}{16}$ $9 \frac{1}{16}$ to $8 \frac{1}{16}$

Post 7 1/2 x 4 3/4 MIDSHIP SECTION.

MIDSHIP SECTION

Plan of Profile to be submitted for approval

SECTION SHOWING CONSTRUCTION AFT ENGINE SPACE

Raised Quarter Deck 8 ft in length to aft Engine Room B. H.
 Bridge 71 feet. Forecastle 26 feet. Double Bottom in after hold + Watert Ballast in Peaks.
 See letter a to b. 2

Water ballast in tanks.
See letter as to height
of Double Bottom
26/11/83 R.C.

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Foundation