

20. 11. 93.

Midship Section of S. S. No. 118.

To class 100 A1 and be built under special survey.

Scale $\frac{1}{2}$ Inch = 1 Foot.

Length as per rule 124.00
 Breadth 19.91 = 6.22 B in L.
 Depth 10.62 = 11.64 D in L.
 Raised Quarter deck 43.0 x 3.9 above Main deck
 Raised Forecastle 22.6 x 4.9

Equipment No. 5184

2 Bower Anchors @ 5 cwt ex stock

1 Stream $\frac{1}{2}$ "
 1 Hedge $\frac{3}{4}$ "
 135 fathoms $\frac{3}{16}$ " stud chain cable Min. wt. 45.3.3
 45 " 2" steel wire
 45 " 6" towline
 90 " 4" hawser

Riveting. Keel, stem, sternpost, upper edge of garboard, lower edge of sheerstrake also butts of shell & stringer plate all double riveted. Straps of sheerstrake, stringer, & one bilge strake $\frac{1}{16}$ " thicker than their plates for $\frac{1}{2}$ L amid. Butts of sheerstrake, one strake below and the strake above it triple riveted having straps $\frac{1}{16}$ " thicker than their plates in way of break of Quarter deck

Side Stringer in way of
 Raised Quarter deck
 Scarphed 7.0 into hold

12 x $\frac{1}{2}$ " plate
 3 x 3 x $\frac{5}{16}$ " angles

Keel 6 x $\frac{1}{2}$ "
 Stem 6 x $\frac{1}{2}$ "
 Sternpost 6 x 2 $\frac{1}{2}$ "
 Rudder 3 $\frac{1}{2}$ x 2
 30 x $\frac{1}{16}$ " all fore & aft.
 steel $\frac{7}{16}$ "

2 $\frac{1}{2}$ " Pillars

Frames of 3 x 2 $\frac{1}{2}$ x $\frac{5}{16}$ " angle iron. Spaced 2' apart
 Reverse frames of 2 $\frac{1}{2}$ x 2 $\frac{1}{2}$ x $\frac{1}{4}$ " angle iron carried up to turn of bilge in hold & up to hold stringer & deck alternately in way of B. D. R. & Forecastle. and double across the floors in Eng. & Boiler space.
 Floorplates 11 $\frac{1}{2}$ x $\frac{5}{16}$ + $\frac{6}{16}$ in Engine & Boiler space.
 Bulkheads $\frac{1}{4}$ " stiffened with 3 x 2 $\frac{1}{2}$ x $\frac{5}{16}$ " angle iron
 Vertical 30' apart. Horizontal 48' apart.

Rudder plate 6 $\frac{1}{2}$ x $\frac{7}{16}$ for $\frac{3}{4}$ L.
 Vertical 8 $\frac{1}{2}$ x $\frac{7}{16}$ for $\frac{1}{2}$ L to $\frac{6}{16}$
 3 x 3 x $\frac{6}{16}$ " angles

2 Ceiling.

2 $\frac{1}{2}$ x 2 $\frac{1}{2}$ x $\frac{1}{4}$ " angle iron for $\frac{1}{2}$ L.
 1/4" Washplates

6/16 for $\frac{1}{2}$ L to 5/16
 Single 3/4
 6/16 for $\frac{1}{2}$ L to 5/16
 Single 3/4

42' 6/16 to 15' 5/16

Bulwarks $\frac{4}{16}$ " thick
 Raised Dr. dk sides $\frac{6}{16}$ " to $\frac{7}{16}$ + $\frac{7}{16}$ at break

Single 3/4

3 x 3 x $\frac{6}{16}$ " angle iron
 30 x $\frac{8}{16}$ for $\frac{1}{2}$ L to $\frac{6}{16}$ at ends, doubled with $\frac{6}{16}$ " plates 11ft long at Dr. dk break

Double 3/4

3 x 2 $\frac{1}{2}$ x $\frac{5}{16}$ " angle iron
 3 x $\frac{3}{4}$ " cope iron
 6 x 6 Am. Elm.
 6/16 for $\frac{1}{2}$ L to 5/16

Single 3/4

3 x 3 x $\frac{6}{16}$ " angles

6/16 for $\frac{1}{2}$ L to 5/16

Single 3/4

4/16 for $\frac{1}{2}$ L to 5/16
 five plates at each side steel $\frac{7}{16}$ "

Single 3/4

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S.S. "Mourne" Glasgow Report No. 118

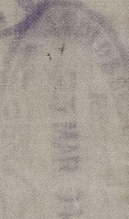
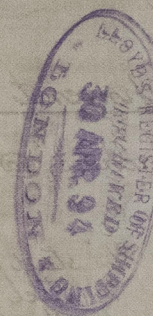
Midship Section.

69.11.21

118° 11' 11"

to class 100 ft. and is built under special survey.

118° 11' 11"



fine plates 10 each
and 10 each

11/11/21



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