

S.S. "Teviotdale"
Greenock Report No 8228

27.10.81

Built of Steel - To class 100. A

Dimensions		
Half Girth	37.9	
Depth	24.0	
Half Beam	17.5	
	79.4	Humeral
Length	2049	
	2016	76 Humeral
Complete Steel Dec.		

13

Pop. r Bridge Beams $6 \times 3 = \frac{18}{32}$ angles $\frac{7}{32}$

Forecastle Beams $6 \frac{1}{2} \times \frac{19}{32}$ Bulk angles $2 \frac{1}{2} \times 2 \frac{1}{2} = \frac{8}{32}$

Pop. Forecastle r Bridge Stringer $20 \times \frac{13}{32}$ angle $3 \frac{1}{2} \times 3 = \frac{12}{32}$

Forecastle Slew $12 \times \frac{12}{32}$

Post & Forecastle plating $\frac{5}{8}$ iron
Butworks $\frac{1}{4}$ iron

The undernoted is of iron
Bulworths
Bulkheads
Coal Bunkers
Shaft Tunnel
Chain Lockers
Hatchway-coamings
Buddens
Peep & Forecastle Plating
Pillars

Frames Spaced 24 inches $5 \times 3 \times \frac{13}{32}$ for $\frac{13}{32}$ - reduced to $5 \times 3 \times \frac{12}{32}$ every one carried up to Popl. Bridge + Forecastle Stringer. to have double frames at Bulkheads

Hel Frames 3 aside in Engine & Boiler Space. formed of Plates $\frac{13}{32}$ with 2 angles
on face 4x4x $\frac{15}{32}$. carried up to Main Deck.

Reverse Frames $3\frac{1}{2} \times 3\frac{1}{2}$ every alternate one carried up to Main Deck, the other to top of angle iron on Tween Deck. The whole of Reverse Frames in Engine & Boiler space carried up to Main Deck, and to be double from Bilge to Bilge

~~Pillars~~ 25/8

Dicks 3' Ties 14x $\frac{2}{32}$ ends $\frac{13}{32}$

Stringer 35* $\frac{15}{32}$
ends 27* $\frac{13}{32}$

Double bottom. Centre Girders $\frac{12}{32}$. Side Girders $\frac{10}{32}$. Top Plating, centre plate $\frac{12}{32}$ (3)
 Wing Plate $\frac{12}{32}$ rest of Plating $\frac{10}{32}$ in Engine Room space $\frac{12}{32}$
 Centre lagging double riveted all the rest single
 Butts of Wing Plate double all the rest single riveted
 Centre Wing angles $\frac{1}{2}$ 4-4 $\frac{1}{2}$ all the rest $\frac{3}{4}$ 3-3 $\frac{1}{2}$ (3)
 Floor Plates $\frac{10}{32}$

Build Straps of Main Sheer & Stringer Plates & 3 Straps of Plating round bulges for $\frac{1}{2}$ length of vessel to be $\frac{1}{16}$ thicker than plates & Trable riveted

Riveting Fore and aft landing of Shell plating 5 inches and punched for $\frac{7}{8}$ rivets

Equipment Numeral 2293.

Pillars $3 \frac{3}{8}$

1 Bower or track	30 cent.
1 - do -	30 "
1 - do -	25 $\frac{1}{2}$ "
1 Stream do -	4 $\frac{1}{2}$ "
1 Hedge do -	9 $\frac{3}{4}$ "
1 - do - do -	2 $\frac{1}{2}$ "
270 fms 1 $\frac{2}{3}$ ft stud chain	
75 " 1 $\frac{1}{6}$ ft stream chain	
90 " Hitch Nomp	
90 " 9 x 7 $\frac{1}{2}$ Nomp	

ROBERT STEELE & Co.,
Shipbuilders & Engineers
GREENOCK.

Bulkheads of Iron. Bottom plates $\frac{7}{16}$ top $\frac{6}{16}$ - angles $3\frac{1}{2}$ - $3\frac{1}{2}$ - $\frac{8}{16}$

Keel Pad plates $9\frac{1}{2} \times \frac{15}{16}$ - (Stem $9 \times 2\frac{1}{2}$ - Stern Post 9×5 - Rudder $7 \times 3\frac{1}{2}$)