

S. S. No 105 & 106

$\frac{1}{2} \approx 1^+$

Class Lloyd's 100 A

S. S. Union Report No 625

S. S. Tides " " 626

Mr. W. Ham.

8/6/83

Dimensions.

Length between perpendiculars 132'-6"
Breadth moulded 23'-0"
Depth from top of keel to top of beam 14'-6"
 $\frac{1}{2}$ girth 23'-0"
 $11.5 + 14.5 + 23 \approx 49.0$ $\frac{L}{B} \approx 5.97$
 $49.0 \times 132.5 \approx 6502$ $\frac{L}{D} \approx 9.48$
Tonnage for equipment 6521

Stringerplate $15 \times \frac{9}{16}$
angle $3 \times 2 \frac{1}{2} \times \frac{9}{16}$
Cutler angle $2 \times 2 \times \frac{9}{16}$
Diaplate $6 \times \frac{9}{16}$
Flat of deck $5 \times 2 \frac{1}{2}$

$7 \times 2 \frac{1}{2}$ Oak

$\frac{1}{4}$ "

Comings 24" above beams $\frac{9}{16}$

$3 \times 2 \frac{1}{2} \times \frac{9}{16}$

Plates beam bulbrons $5 \times \frac{9}{16}$ Angle $3 \times 2 \frac{1}{2} \times \frac{9}{16}$

Equipment.

2 bowers $\approx 1 \frac{1}{4}$ cwt. each stock
1 stream $\approx 2 \frac{1}{4}$ " "
1 hodge " 1 " "
165 fathoms 1" stud chain
45 " $\frac{9}{16}$ " "
75 " Towline $1 \frac{1}{2}$ " "
90 " hawser $5 \frac{1}{2}$ " "

Double bottom under engine and boiler room.

Ceiling 2"

Stringerplate $44 \times \frac{1}{32}$
angle iron $3 \times 3 \times \frac{9}{16}$
From deck $\frac{9}{16}$ for 2 lengths

6" crop Beams $4 \times 2 \frac{1}{2} \times \frac{9}{16}$ on each frame

T bulbrons $6 \times \frac{9}{16}$

Frames joicing 21"
Frames $3 \times 3 \times \frac{9}{16}$ $5 \times \frac{1}{2}$ L, $3 \times 3 \times \frac{9}{16}$ at ends
Reversed frames $2 \frac{1}{2} \times 2 \frac{1}{2} \times \frac{9}{16}$, alternately to upper deck and upper turn of bilge
Double from bilge to bilge in engine space.
Keelpieces $1 \times \frac{9}{16}$ Centre stringerplate $24 \times \frac{9}{16}$ Bulbs $3 \times \frac{9}{16}$ riv.
Beam $2 \times 1 \frac{7}{8}$, above load line reduced to $2 \times 1 \frac{1}{8}$ scarp 18"
Stern and screwpost $6 \frac{1}{4} \times 3 \frac{1}{4}$, red. at the head to $6 \frac{1}{4} \times 2$
Rudder head $3 \frac{3}{4}$, Pins $2 \frac{1}{4}$
Floorplates $13 \frac{1}{2} \times \frac{9}{16}$ $5 \times \frac{1}{2}$ L, $\frac{9}{16}$ at ends.
Bulkheads $\frac{9}{16}$, Stiffeners $3 \times 3 \times \frac{9}{16}$, 30" apart.

Side stringerplate $12 \times \frac{9}{16}$
Angle iron $3 \times 3 \times \frac{9}{16}$
Brackets on every 4th frame

H, $30 \times \frac{9}{16}$ $5 \times \frac{1}{2}$ L, $\frac{9}{16}$ at ends
Bulbs $3 \times \frac{9}{16}$ riv. $5 \times \frac{1}{2}$ L, $\frac{9}{16}$ thicker
 $\frac{7}{4}$ riveted.

Double $\frac{7}{4}$ riv.

G, $\frac{9}{16}$ $5 \times \frac{1}{2}$ L, $\frac{9}{16}$ at ends

F, $\frac{9}{16}$ $5 \times \frac{1}{2}$ L, $\frac{9}{16}$ at ends

E, $\frac{9}{16}$ $5 \times \frac{1}{2}$ L, $\frac{9}{16}$ at ends

D, $\frac{9}{16}$ $5 \times \frac{1}{2}$ L, $\frac{9}{16}$ at ends
Bulbs $3 \times \frac{9}{16}$ riv. $5 \times \frac{1}{2}$ L, $\frac{9}{16}$ thicker
 $\frac{7}{4}$ riveted.

A, $30 \times \frac{9}{16}$, $\frac{9}{16}$ before $\frac{1}{2}$ L amidships
B, $\frac{9}{16}$ $5 \times \frac{1}{2}$ L, $\frac{9}{16}$ at ends.
C, $\frac{9}{16}$ $5 \times \frac{1}{2}$ L, $\frac{9}{16}$ at ends.
Landing edges double riveted

Section of double bottom.

Tank top $\frac{9}{16}$
Centre topplate $24 \times \frac{9}{16}$
Tank side $\frac{9}{16}$

$4 \times 2 \frac{1}{2} \times \frac{9}{16}$ on every frame where no brackets

$3 \times 3 \times \frac{9}{16}$

$12 \times 2 \frac{1}{2} \times \frac{9}{16}$

$3 \times 3 \times \frac{9}{16}$



© 2019

Lloyd's Register Foundation

The whole hull made of German iron to withstanding a tensile strain of 23.2 tons per square inch.

176
8/6/83