

S. S. N<sup>o</sup> 71 & 3

DIMENSIONS.

2	Boxer Anchors	34 Cwt.	✓ each	} Ex. Stock.
1	" "	29	✓	
1	Stream "	10 3/4	✓	
1	Keage "	5 1/4	✓	
1	" "	2 1/2	✓	
270	Fathoms 1 3/8	Stud Chain	Cable ✓	
45	" "	1 1/8	Stream Chain ✓	
100	" "	12	Scamp	Outline or 4 Steel Wire ✓
90	" "	3 1/2	Steel Wire	in 9 1/2 Hawser. ✓
90	" "	3 1/2	Wirep.	" " ✓

Length B. P.	314.0	✓
Beam Extreme	40.6	✓
" Moulded	40.4	✓
Depth of Hold.	21.2	✓
" Moulded	23.8	✓
Round of Beam	10	✓

12½ x under 13 depths to Length ✓  
 4½ " " 8 Breaths " " ✓

LLOYDS NUMBERS.

Half Beam	20.2 ✓	
Depth from top of Keel	24.6 ✓	
Half Girth	39.10 ✓	
	84.6 ✓	Small Number
Length	312.3 ✓	
	26885.12 ✓	Large Number.
Area	3946.0 ✓	
	39331.12 ✓	Equipment Number.

POOP DECK.

Beams  $4'' \times 3'' \times \frac{3}{16}$  Butb angle on alternate frames. ✓  
 Strenger  $26'' \times \frac{3}{16}$  ✓

Forecastle Deck.

← 6/16 ✓ Beams  $5\frac{1}{2} \times 3 \times \frac{7}{16}$  one every frame.  
Bulls under windlass:  $4 \times \frac{1}{2}$  Angles  $3 \times 3 \times \frac{1}{20}$  ✓

Bridge Deck

Beams  $6 \times 3 \times \frac{7}{16}$  Bull angle every frame Gilder at centre  
Stringer  $40 \times 1 \frac{1}{2}$  Butts Treble rivetted double angles  
Iron deck  $\frac{5}{16}$  Butts lapped & double riv.  $3 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{7}{16}$  ✓

Main & Quarter Deck Stringers.

Stringer  $44\frac{1}{2} \times \frac{7}{16}$  for  $\frac{1}{2}$  length, reduced to  $33\frac{1}{2} \times \frac{7}{16} + \frac{7}{16}$  for  $\frac{1}{2}$  length.  
Angle inside for bar & lugs to shell  $44 \times 4 \times \frac{7}{16}$  to  $44 \times 4 \times \frac{7}{16}$  ✓  
Steel deck  $\frac{7}{16}$  to  $\frac{7}{16}$  bolts double for  $\frac{1}{2}$  L. Stringer at ends. w

## Lower Deck

Stringer 41 x 7/8 in for 1/2 length, reduced to 32 x 7/8  
Bolts tapped & double riveted. ✓  
Bolt beams 10 x 7/8 double angles 3 1/2 x 3 1/2 x 7/8 ✓  
" " on Hatch ends 11 x 7/8 double angles 5 x 4 x 7/8 ✓  
Angle inside Reverse Bars 4 angle 4 x 4 x 7/8 to tie ✓  
Gusset plates 6.0 x 30 x 7/8 ✓  
Beams on No. 3 frames 11 x 7/8 ✓

Forgiveness

Stern post 11 x 5 1/2 ✓  
 " head 11 x 2 3/4 ✓  
 Stern 10 x 2 3/4 ✓  
 Rudder head 8 ✓  
 " foot 4 ✓

## Web Frames &amp; Stringers.

Web frames  $18 \times \frac{7}{16}$  for  $\frac{7}{16}$  length,  $\frac{7}{16}$  at ends. ✓  
Double angles in inner edge  $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{7}{16}$  for  $\frac{3}{16}$  L.  $\frac{7}{16}$  at ends. ✓  
Diamond plates  $30 \times 34 \times \frac{7}{16}$  ✓  
Stringer plates  $18 \times \frac{7}{16}$  for  $\frac{3}{16}$  L. ends.  $\frac{7}{16}$  at ends. ✓  
Angles & lugs  $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{7}{16}$  for  $\frac{3}{16}$  L.  $\frac{7}{16}$  at ends. ✓

Pillsbury.

Long Hotd pillars  $4 + 4\frac{3}{8}$  ✓  
Hotd pillars  $3\frac{7}{8}$  ✓  
Twice 2k. "  $2\frac{3}{4}$  ✓

Bulkheads.

Lower half  $\frac{7}{8}$  Upper half  $\frac{4}{8}$  ✓  
Vertical Stiffeners 26 apart  $5 \times 3\frac{1}{2} \times \frac{7}{8}$  angles } additionally stiffened  
Horizontal " 40 "  $3 \times \frac{7}{8}$  Double Angles. } 2 No. 10 Semi-Box Beam

Tunnel.

Tunnel plating  $7/20$  ✓  
 " Stiffeners 4" 0' apart  $3\frac{1}{2} \times 3\frac{1}{2} \times 7/20$  ✓  
 " " 3" 0' apart in way of Hatchways. ✓  
 & plating increased  $2/20$  on wood covered. ✓

Frames & Reverse Bars.

Frames  $5 \times 3\frac{1}{2} \times \frac{3}{4}$  for  $\frac{3}{4}$  Length, red. li  $\frac{1}{2}$ . Spaced 24 apart. ✓  
 Rev. Bars  $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{3}{4}$  all fore & aft ✓  
 Frames on deep Floors  $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{3}{4}$  for  $\frac{3}{4}$  L. red. li  $\frac{1}{2}$  at ends. ✓

Double Bottom.

Centre Spectron plate  $3\frac{1}{2}$  from bottom of wheel  $\frac{1}{2}$  in for  $\frac{1}{2}$  L. to  $\frac{3}{4}$  in at ends.  $\times$   
 " " " Butts tapered and double rivelled.  $\times$   
 " " " Angles in  $4\frac{1}{2}$  in for  $3\frac{1}{2}$  in length to  $\frac{3}{4}$  in at ends.  $\times$   
 Tank Top  $26\frac{1}{2}$  in Butts double rivelled, angles  $3\frac{1}{2}$  x  $3\frac{1}{2}$  in  $\checkmark$   
 Tank Top Centre Strake  $3\frac{1}{2}$  x  $\frac{3}{4}$  in for  $\frac{1}{2}$  L. to  $\frac{3}{4}$  in at ends.  $\times$   
 " " " Butts double rivelled all fore & aft.  $\times$   
 " " " plating in Engine & Boiler space  $\frac{1}{4}$  in, Hot  $\frac{1}{16}$  L.  $\times$   
 " " " Butts double rivelled for  $\frac{1}{2}$  L. inside Single at ends  $\times$   
 Steel floor plates  $3\frac{1}{2}$  in thick from Centre to Tank Side.  $\times$

Brackets between Nebo

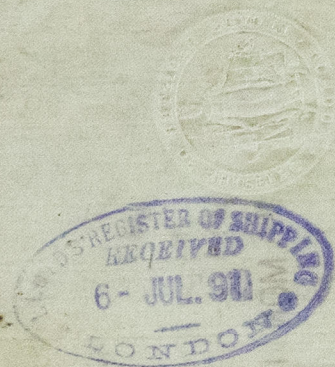
West Nile.  
H.  
6/19/97

HPL 366-0060

014/019



Midship Section.  
 Ironic H<sup>cs</sup> Nos 71 & 73.



No 71. S.S. Inchdurne,  
 W. Hpl. Report No 8493.

No 73. S.S. Emma,  
 W. Hpl. Report No ~~8493~~  
 D. 1<sup>st</sup> Entry No 8607