

# MIDSHIP SECTION

SCALE  $\frac{1}{2}$ " = 1 FOOT

## FORECASTLE DECK

BEAM ANGLES  $5\frac{1}{2} \times 3 \times \frac{7}{20}$  ON EVERY FRAME

IRON DECK  $\frac{5}{16}$ "

STRINGER PLATE  $40 \times \frac{10}{20}$  BUTTS TREBLE RIVETED  
STRINGER ANGLE  $4 \times 4 \times \frac{9}{20}$

IRON DECK  $\frac{5}{16}$  increased at openings

BEAM ANGLE  $5\frac{1}{2} \times 3 \times \frac{7}{20}$  ON EVERY FRAME

## QUARTER DECK

### MAIN & QUARTER DECKS

BEAM BULB ANGLE ON EVERY FRAME  $7\frac{1}{2} \times 3 \times \frac{9}{20}$

BEAM BULB ON DECKS & HATCH ENDS  $9\frac{1}{2} \times \frac{9}{20}$  WITH

TWO ANGLES  $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{7}{20}$

STRINGER PLATE  $44\frac{1}{2} \times 20$  TO  $37\frac{1}{2} \times 20$  INCREASED  $\frac{2}{20}$  FOR  $\frac{3}{5}$  LENGTH

STRINGER ANGLES  $4\frac{1}{2} \times 4\frac{1}{2} \times \frac{10}{20}$   $4 \times 4 \times \frac{9}{20}$  UNDER BRIDGE

IRON DECK  $\frac{7}{16}$  increased at openings of hatchways

FRAMES BULB ANGLES  $6 \times 3\frac{1}{2} \times \frac{11}{20}$  FOR  $\frac{1}{5}$  LENGTH  $\frac{10}{20}$  AT ENDS

FRAMES ON FLOORS  $5 \times 3\frac{1}{2} \times \frac{8}{20}$  ON BRACKETS  $7 \times 3\frac{1}{2} \times \frac{8}{20}$

BULKHEADS UPPER PLATING  $\frac{1}{20}$ , LOWER PLATING  $\frac{7}{20}$ , STIFFENERS  $6\frac{1}{2} \times 3 \times \frac{10}{20}$  BULB ANGLE

SPACED 4'-0" APART VERTICALLY & HORIZONTALLY

FORGINGS STEM  $10 \times 2\frac{3}{4}$ , SCREW FRAME  $10 \times 6$ , RUDDER 8" AT HEAD, 4" AT HEEL

BUTTS OF ALL SHELL TREBLE RIVETED FOR  $\frac{1}{4}$  LENGTH  $\frac{4}{20}$  THICKER

THAN PLATES FOR  $\frac{1}{2}$  LENGTH AMIDS, REMAINDER  $\frac{2}{20}$  THICKER

BOSS PLATES  $\frac{13}{20}$

pillars as per rule

## LOWER DECK IN AFTER HOLD

BEAMS IN HOLDS. PLATE  $18 \times \frac{8}{20}$ , ANGLES  $5 \times 4 \times \frac{9}{20}$

STRINGER PLATE  $41 \times \frac{9}{20}$  TO  $32 \times \frac{8}{20}$

STRINGER ANGLES  $4 \times 4 \times \frac{9}{20}$

INNER ANGLES  $4 \times 3\frac{1}{2} \times \frac{7}{20}$ , FACE PLATE  $8\frac{1}{2} \times \frac{8-7}{20}$

INTERCOSTAL PLATES  $18 \times \frac{8}{20}$

ANGLES  $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{8}{20}$  &  $6 \times 3\frac{1}{2} \times \frac{12}{20}$

DIAMOND PLATES

$30 \times 24 \times \frac{8}{20}$

$36 \times 10 \times \frac{10}{20}$

## LLOYDS NUMERALS

HALF BEAM MOULDED	20.2
DEPTH OF HOLD & FLOORS	24.8
HALF GIRTH	40.0
FRAME NUMBER	84.10
LENGTH PER RULE	312.4
PLATING NUMBER	264.75
EQUIPMENT NUMBER	29552
BEAMS IN LENGTH	7.74
DEPTHS IN LENGTH	12.67

## CLASS 100 A1

ALL SCANTLINGS OF STEEL EXCEPT  
WHERE OTHERWISE SPECIFIED

## SECTION IN ENGINE SPACE

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

MARGIN PLATE  $26 \times \frac{8}{20}$

TANK TOP IN E & B SPACE  $\frac{1}{16}$  IRON  $\frac{1}{20}$  STEEL IN HOLDS

CENTRE PLATE  $36 \times \frac{9-8}{20}$

KNEES  $\frac{7}{20}$

DOUBLED UNDER ENGINES & BOILERS

$4 \times 4 \times \frac{9}{20}$

CENTRE KEELSON

$40 \times \frac{9}{20}$

$6\frac{1}{2} \times 4 \times \frac{9}{20}$

FLOORS  $\frac{8}{20}$  BRACKETS  $\frac{7}{20}$

$5 \times 3\frac{1}{2} \times \frac{9-10}{20}$  angle

E 11-9

D 12-9

C 11-9

B 12-11

A 36  $\times \frac{24-14}{20}$

EDWD. WITTHY & CO. LIMITED.  
IRON & STEEL SHIP BUILDERS.  
SHIP REPAIRERS & CO.  
WEST HARTLEPOOL.

Nº 189. 191. & 192.

8 " 190 & 191: 195.  
7.10.91

30.11.91.

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WEST HARTLEPOOL.

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Midship Section  
Mess<sup>rs</sup> E. Withy & Co

No 189. ~~1911/1912~~

No 190.

No 191 & 195.

No 189. A. S. Headlands

W. H. H. Report to 8695

No 1<sup>st</sup> buty No 8711

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