

# PROPOSED MIDSHIP SECTION

SCALE  $\frac{1}{2}'' = 1 \text{ FOOT}$

21.5.96

70  
STRINGER PLATE  $28 \times \frac{7}{16}$   
" ANGLE  $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{9}{16}$

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

BRIDGE DECK

BEAMS ON EVERY FRAME  $W \times \frac{1}{2}$  BULB ANGLE  $W \times 6\frac{1}{2} \times 3 \times \frac{9}{16}$   
Prop. 1/16" & FORECASTLE BEAM-BULB TEE  $8\frac{1}{2} \times 6 \times \frac{9}{16}$  UNDER WINDLASS

## SPAR DECK

STRINGER PLATES  $34 \times \frac{7}{16}$  REDUCED TO  $41 \times \frac{9}{16}$   
STRINGER ANGLES  $A \times A \times \frac{9}{16}$  12.5/10  
BEAM BULB ANGLE ON EVERY FRAME  $9 \times 3 \times \frac{9}{16}$   
BEAM BULB ANGLE IN WAY OF HATCHES  $8 \times 3 \times \frac{9}{16}$  ON EVERY FRAME  
BEAM BULB  $11 \times \frac{9}{16}$  & ONE ANGLE  $5 \times A \times \frac{9}{16}$  AT HATCH ENDS  
STEEL DECK  $\frac{7}{16}$  INCREASED IN WAY OF OPENINGS

OVERLAP BUTTS QUADRUPLE RIVETED  
FOR  $\frac{3}{4}$  LENGTH, TREBLE AT ENDS

SPAR DECK

## MAIN DECK

STRINGER PLATE  $60 \times \frac{12}{16}$  TO  $41 \times \frac{9}{16}$  INCREASED  $\frac{1}{16}$  & FLANGED 7" IN WAY OF HATCHES  
AND IN ENGINE & BOILER SPACE & SUPPORTED BY BRACKETS ON  
ALTERNATE FRAMES 13.  
BEAM BULB TEES  $12 \times 6 \times \frac{9}{16}$  AS PER PROFILE  
STRINGER ANGLES  $A \times A \times \frac{9}{16}$   
TIE PLATE AT CENTRE  $34 \times \frac{10}{16}$  &  $10.8$

OVERLAP BUTTS TREBLE  
RIVETED ALL FORE & AFT

FRAMES BULB ANGLES  $7 \times 3\frac{1}{2} \times \frac{13}{16}$  FOR  $\frac{3}{4}$  LENGTH  $\frac{12}{16}$  AT ENDS SPACED 30" APART  
FRAMES ON WEBS ANGLES  $5\frac{1}{2} \times 3\frac{1}{2} \times \frac{9}{16}$  FOR  $\frac{3}{4}$  LENGTH  $\frac{9}{16}$  AT ENDS  
DOUBLE REVERSE BARS  $A \times 3\frac{1}{2} \times \frac{9}{16}$  ON WEBS  
DOUBLE REVERSE BARS UNDER ENGINES & BOILERS  $A \times 3\frac{1}{2} \times \frac{10}{16}$   
BULKHEADS UPPER PLATING  $\frac{9}{16}$  LOWER  $\frac{1}{2}$  STIFFENERS  $1\frac{1}{2} \times 3 \times \frac{9}{16}$  BULB ANGLE  
SPACED 4'-0" APART VERTICALLY & HORIZONTALLY  
FORGINGS, STEM  $11 \times 2\frac{1}{4}$  SCREW FRAME  $11 \times 6\frac{1}{2}$  RUDDER HEAD 9" HEEL  $4 \times \frac{1}{2}$  PINTLES  $4\frac{1}{2}$   
BUTTS TRAPS OF SHELL TREBLE RIVETED ALL FORE & AFT  $\frac{1}{2}$  THICKER  
THAN PLATES FOR  $\frac{3}{4}$  LENGTH, REMAINDER  $\frac{2}{16}$  THICKER THAN PLATES  
BOSS PLATES & PLATES ABOVE & BELOW  $\frac{2}{16}$  THICKER THAN MIDSHIP  
PLATING WITH BUTTS OVERLAPPED & TREBLE RIVETED

MAIN & SPAR DECK BEAMS ARE INCREASED IN SIZE IN LIEU OF QUARTER PILLARS  
AND FOR 2'-6" SPACING

WEB FRAMES  $18 \times \frac{10}{16}$  6 SPACES APART 24" IN WAY OF HATCHES  
INTERCOSTAL PLATES  $25 \times \frac{1}{2}$  FLANGED ON EDGE  
INTERCOSTAL ANGLES  $A \times 3\frac{1}{2} \times \frac{8}{16}$   
SEMI-DIAMOND PLATES  $36 \times 20 \times \frac{9}{16}$  IRON

FLOORS ON EVERY FRAME  $\frac{9}{16}$   
FLANGED TOP & BOTTOM.

MARGIN PLATE  $28 \times \frac{9}{16}$   
ANGLE  $A \times A \times \frac{9}{16}$

## LLOYD'S NUMERALS

HALF BEAM MOULDED.....23.5  
DEPTH OF HOLD & FLOORS.....23.10  
HALF GIRTH.....49.8  
FRAME NUMBER.....89.11  
LENGTH PER RULE.....338.2  
PLATING NUMBER.....30410  
EQUIPMENT NUMBER.....3673  
DEPTHS IN LENGTH.....14.19  
BEAMS IN LENGTH.....7.22

## CLASS 100A-1 SPAR DECK

ALL SCANTLINGS OF STEEL EXCEPT  
WHERE OTHERWISE SPECIFIED

MIDDLE LINE STRAKE  $36 \times \frac{10}{16}$   
TANK TOP IN ENGINE SPACE  $\frac{9}{16}$  BOILER SPACE  $\frac{9}{16}$  IRON  
TANK TOP IN HOLDS  $8 \times 7 \times \frac{9}{16}$  9.5/8

RULE  $36 \times \frac{13}{16}$

RULE  $36 \times \frac{17}{16}$

PROPOSED  $50 \times \frac{13}{16}$

PROPOSED  $48 \times \frac{13}{16}$  FOR  $\frac{3}{4}$  LENGTH TO 13 AT ENDS

INCREASED  $\frac{3}{16}$  FOR  $\frac{3}{4}$  LENGTH

INCREASED  $\frac{3}{16}$  FOR  $\frac{3}{4}$  LENGTH

= 14.20

= 22.20

IN LIEU OF KEEL DOUBLING FOR  $\frac{3}{4}$  LENGTH

SS 229 & 230

Two additional rivets to FURNESS, WITBY & CO. LIMITED.  
be introduced in the  
curving edges of the shell  
plating between the frames  
& rivets connecting the  
frames to the shell plating  
to be spaced from 5 to 6 diameters  
apart.

23.43  
23.84  
42.86  
89.93-12.20  
338.16  
30410-2.20

HPL 879-0055



Furnessworthy & Co.

No. 229. 230.

Kindship Section

No. 229. - S.S. "Barbarn",

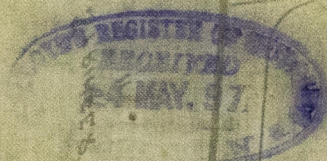
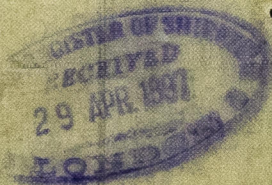
W. Hpl. Report No. 10133.

No. 1st Entry No. 10169.

No. 230. - S.S. "Annie",

W. Hpl. Report No. 10208.

No. No. 10228.



HPL 379 - 0055

6/1  
8/1  
10/1  
12/1  
14/1  
16/1  
18/1  
20/1  
22/1  
24/1  
26/1  
28/1  
30/1



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