

MIDSHIP SECTION

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

3.9.97.

STRINGER PLATE $1\frac{1}{2} \times \frac{7}{20}$
ANGLE $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{9}{20}$

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

BRIDGE DECK

UNDER 44 FT

BEAMS ON EVERY FRAME $6 \times 3 \times \frac{9}{20}$ BULB ANGLE
FORECASTLE BEAM BULB TEE $8\frac{1}{2} \times 6 \times \frac{8}{20}$ UNDER WINDLASS

SPAR DECK

STRINGER PLATE $50 \times \frac{11}{20}$ REDUCED TO $41 \times \frac{8}{20}$
STRINGER ANGLES $4 \times 4 \times \frac{9}{20}$
BEAM BULB ANGLE ON EVERY FRAME $9 \times 3 \times \frac{12-10}{20}$
BEAM BULB ANGLE IN WAY OF HATCHES $8 \times 3 \times \frac{9}{20}$ ON EVERY FRAME
BEAM BULB $11 \times \frac{10}{20}$ & ANGLE $5 \times 4 \times \frac{10}{20}$ AT HATCH ENDS
STEEL DECK $\frac{7}{20}$ INCREASED IN WAY OF OPENINGS

OVERLAP BUTTS QUADRUPLE RIVETED
FOR $\frac{1}{2}$ LENGTH, TREBLE AT ENDS

SPAR DECK

UNDER 46 FT

MAIN DECK

STRINGER PLATE $60 \times \frac{12}{20}$ TO $41 \times \frac{8}{20}$ INCREASED $\frac{1}{20}$ & WITH ANGLE $7 \times 3 \times \frac{10}{20}$ IN HATCHES
& E & B SPACE & SUPPORTED BY BRACKETS ON ALTERNATE FRAMES
BEAM BULB TEES $12 \times 6 \times \frac{13}{20}$ AS PER PROFILE
STRINGER ANGLES $4 \times 4 \times \frac{9}{20}$
TIE PLATES AT CENTRE $17 \times \frac{10-8}{20}$ ON EACH SIDE

OVERLAP BUTTS TREBLE
RIVETED ALL FORE & AFT

MAIN DECK

UNDER 48 FT

FRAMES BULB ANGLES $7 \times 3\frac{1}{2} \times \frac{13}{20}$ FOR $\frac{3}{5}$ LENGTH, $\frac{12}{20}$ AT ENDS, SPACED 28" APART
FRAMES ON WEBS & BULKHEADS ANGLES $5\frac{1}{2} \times 3\frac{1}{2} \times \frac{9}{20}$ FOR $\frac{3}{5}$ LENGTH, $\frac{8}{20}$ AT ENDS
DOUBLE REVERSE BARS ON WEBS $4 \times 3\frac{1}{2} \times \frac{10}{20}$
DOUBLE REVERSE BARS UNDER ENGINES & BOILERS $4 \times 3\frac{1}{2} \times \frac{10}{20}$
BULKHEADS UPPER PLATING $\frac{8}{20}$, LOWER $\frac{7}{20}$ STIFFENERS $7\frac{1}{2} \times 3 \times \frac{11}{20}$ BULB ANGLE
SPACED 4'-0" APART VERTICALLY & HORIZONTALLY
FORGINGS STEM $11 \times 2\frac{3}{4}$, SCREW FRAME $11 \times 6\frac{1}{2}$, RUDDER HEAD 9", HEEL $7\frac{1}{2}$, PINTLES $4\frac{1}{2}$
SHELL OVERLAPPED, TREBLE RIVETED ALL FORE & AFT
BOSS PLATES & PLATES ABOVE & BELOW $\frac{3}{20}$ THICKER THAN MIDSHIPS

MAIN & SPAR DECK BEAMS ARE INCREASED IN SIZE IN LIEU OF QUARTER PILARS
AND FOR 2'-4" SPACING

WEB FRAMES $18 \times \frac{10}{20}$, 6 SPACES APART, 24" IN WAY OF HATCHES
INTERCOSTAL PLATES $18 \times 2\frac{5}{8} \times \frac{11}{20}$, FLANGED ON EDGE
INTERCOSTAL ANGLES $4 \times 3\frac{1}{2} \times \frac{8}{20}$
SEMI-DIAMOND PLATES $36 \times 20 \times \frac{9}{16}$ IRON

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 NO 30410
EQUIPMENT NUMBER 37297
DEPTHS IN LENGTH 14-19
BEAMS IN LENGTH 7-22

CLASS 100 A-1. SPAR DECK
ALL SCANTLINGS OF STEEL EXCEPT
WHERE OTHERWISE SPECIFIED

FLOORS ON EVERY FRAME $\frac{9}{20}$
FLANGED TOP & BOTTOM

MARGIN PLATE $36 \times \frac{9-8}{20}$
ANGLE $4 \times 4 \times \frac{9}{20}$

TO BE CARRIED AS FAR
AFT & FORWARD AS
POSSIBLE

MIDDLE LINE STRAKE $36 \times \frac{10-8}{20}$
TANK TOP IN ENGINE SPACE $\frac{5}{16}$, BOILER SPACE $\frac{9}{16}$ IRON
TANK TOP IN HOLDS $8 \times 7 \times \frac{9-8}{20}$

F $13 \times \frac{10}{20}$

E $12 \times \frac{9}{20}$

D $12 \times \frac{9}{20}$

C $12 \times \frac{9}{20}$

RULE $36 \times \frac{13-12}{20}$

RULE $36 \times \frac{17-12}{20}$

PROPOSED $50 \times \frac{13-12}{20}$
INCREASED $\frac{1}{20}$ FOR $\frac{1}{2}$ LENGTH

PROPOSED $48 \times \frac{13-12}{20}$ FOR $\frac{3}{5}$ LENGTH, $\frac{13}{20}$ AT ENDS
INCREASED $\frac{1}{20}$ FOR $\frac{1}{2}$ LENGTH

IN LIEU OF KEEL DOUBLING
FOR $\frac{1}{2}$ LENGTH

Nº 237 8

FURNESS, WITBY & CO. LIMITED
SHIPBUILDERS & REPAIRERS
WEST HARTLEPOOL

15/6
3/9/97
30/8/97 CMB

No 237 8

3 d d 1

Q 13-10
20

P 2/30

H 13-10
20

Q 2/30

Increased 5/30 for 9

P 10 x 19-10
50

Increased 5/30 for 9

P 10 x 19-10
50

Q 2/30

H 13-10
20

P 2/30

H 13-10
20

P 2/30

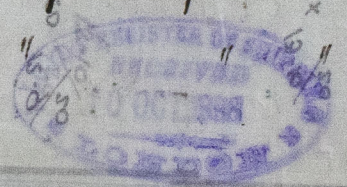
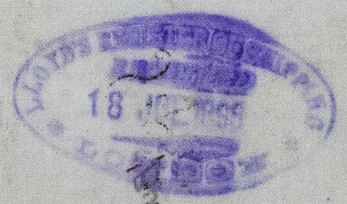
Furness Withy & Co

No 237. 8

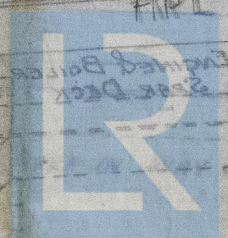
via sea

237. 8 pillars.

W. Hope Report No 10346



HPL 383-0052



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