

S. S. Austin ^{62.2} ~~155~~ ^{155.90} Lengthened to 250 ft

N.B. Please See Midship Section for dimensions and numerals

As Ship

Rule 80 A

Remarks

Keel

$7 \times 2\frac{3}{4}$

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

against Ship

Spacing of Frames

21

23

in favour of Ship

Frames for $\frac{3}{5}$ Length

$4 \times 3 \times \frac{7}{16}$

$4 \times 3 \times \frac{7}{16}$

equal

D₂ $\frac{1}{5}$ at each end

$4 \times 3 \times \frac{7}{16}$

$4 \times 3 \times \frac{6}{16}$

in favour

D₂ Reversed

$3 \times 2\frac{3}{4} \times \frac{6}{16}$

$3 \times 3 \times \frac{7}{16}$

against

Floors

$22 \times \frac{8}{16} \times \frac{7}{16}$

$22 \times \frac{10.9.8}{16}$

against

Beams Up₂ $\frac{5}{16}$

$6\frac{1}{2} \times \frac{6}{16}$

$6\frac{1}{2} \times \frac{6}{16}$

equal

D₂ Main $\frac{5}{16}$

$7\frac{1}{2} \times \frac{8}{16}$

$7\frac{1}{2} \times \frac{7}{16}$

in favour

D₂ L₂ $\frac{5}{16}$

$7\frac{1}{2} \times \frac{8}{16}$

$7\frac{1}{2} \times \frac{7}{16}$

in favour

Elbow Centre

$15 \times \frac{12}{16}$

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

Ship has no Riser plate on Elbow, Rule requires one, $9 \times \frac{7}{16}$ against

Angles

$5 \times 4\frac{1}{2} \times \frac{9}{16}$

$5\frac{1}{2} \times 4 \times \frac{9}{16}$

equal

Side intercostal

$\frac{10}{16}$

$\frac{9}{16}$

in favour
Ship has an angle which attaches this to Shell plate except of Rules

Bilge Bulb

$7\frac{1}{2} \times \frac{8}{16}$

$7\frac{1}{2} \times \frac{7}{16}$

in favour

Angles

$5 \times 4\frac{1}{2} \times \frac{9}{16}$

$5\frac{1}{2} \times 4 \times \frac{9}{16}$

equal

Longer Side, in hold

$5 \times 4\frac{1}{2} \times \frac{9}{16}$

$5 \times 3\frac{1}{2} \times \frac{9}{16}$

in favour

Plates Garboard

$36 \times \frac{10}{16}$

$30 \times \frac{9}{16}$

in favour

Gar₂ to Bilge

$\frac{9}{16}$

$\frac{9}{16}$

equal

Increase at Bilge

Nil

two strakes to be $\frac{2}{16}$ thicker and built treble rivetted

against

Bilge to Sheerstrake

$\frac{8}{16}$

$\frac{8}{16}$

equal

Main Sheerstrake

$3\frac{1}{2} \times \frac{10}{16}$

$30 \times \frac{11}{16}$

in favour

Doubling D₂

$4\frac{1}{2} \times \frac{8}{16}$

$\times \frac{8}{16}$

equal

{ from Main Sheerstrake to Up₂ D₂ }

$\frac{7}{16}$

$\frac{7}{16}$

equal

Up₂ D₂ Sheerstrake

$43 \times \frac{8}{16}$

$24 \times \frac{9}{16}$

Ship has Butte double, Rule, treble rivetted.

Garboard plate Up₂ D₂

$30 \times \frac{7}{16}$

$35 \times \frac{8}{16}$

Ship has Butte double, Rule, treble rivetted

Longer plate Main D₂

$30 \times \frac{9}{16}$

$41 \times \frac{9}{16}$

against

D₂ D₂ Lower D₂

$22\frac{1}{2} \times \frac{8}{16}$

$26 \times \frac{8}{16}$

Ship connected to reverse frames only, Rule to be connected to reverse frames, and Shell plates, against

Rivetting

Ship and Rules much the same in each case, with the exceptions as shown in margin

Sam of opinion this Ship is rather in excess of the 80 A Grade

Joseph Allen.

IRON 502-0271