

NY 345

Scale $\frac{1}{2}$ Inch to one Foot

Span Deck. Iron Screw Steamers for A1 class

Dec 8/12/69

49/3/70.

Also 17/3/90
again 13/4/90
19/5/90

String 25 1/2 x 9/16
String angle iron 3 1/2 x 3 1/2 x 7/16

8/16 Heerstraße

Baths of main and shear
double stringers triple riveted
for half length of vessel

4/16
Double plates
Close for 3/4 of an hour
of sleep
44X 12

43×13 ✓
 String $36 \times \frac{7}{16}$
 String with iron $5 \times 4 \times \frac{8}{16}$
 $56 \times \frac{13}{16}$
 $30 \times \frac{73}{16}$

94 1/2 to 3/5 total depth.

$7/16$ ✓
 String $27 \times \frac{4}{16}$
 String $\text{any 4 in } 5 \times 4 \times \frac{9}{16}$ ✓
 for $\frac{1}{2}$ ball length
 go for it

$\sqrt{5\frac{1}{2} \times 4\frac{1}{2} \times \frac{9}{10}}$
Stinson 5 x 4 x 9/10

doubley plate 9/16
for 1/2 the length
length 2 x 2 x 2

ALEX^R. STEPHEN & SONS

SHIP BUILDERS.

GLASGOW.

29th Novemb 1869

Foundation

IRONSD2-0312


Subscribers

<u>66</u>	<u>80</u>
16,170	19,600

 2
 Scantlings for
 95. H.

Length between perpendiculars	245
Beam extreme	32 " 3
Depth of hold	16 " 9
Depth to open deck	24
Tonnage under main deck	895 tons
Tonnage gross to open deck	1330 "

Deck flat $3\frac{1}{2}$ $12 \times 9\frac{1}{6}$



Beams $8 \times 8\frac{1}{6}$ - angle iron $3 \times 3 \times \frac{1}{6}$

Frames $4\frac{1}{2} \times 3 \times \frac{9}{16}$ - spaced 21 inches
Rear frames $3 \times 3 \times \frac{7}{16}$ to main and spar decks alternately

Branch $8 \times \frac{5}{16}$ - angle iron $3 \times 3 \times \frac{7}{16}$ on my second & fourth from stem

Center	Keelson	vertical plate	27 x 11 1/16 ✓
"	"	bulk iron	8 x 9 1/16
"	"	angle iron	5 1/2 x 4 1/2 x 9 1/16 ✓

$5\frac{1}{2} \times 4\frac{1}{2} \times 2\frac{1}{6}$ ✓

Ball in $9 \times 9/16$ for length
 $5/16 \times 4/16 \times 9/16$ ✓

Plan 23 + 24.6v ✓

9th Dec^r 1899 Recd 9x3 ✓
A.P. 11/3/0

The reduction in the plating
to be but 10 in the after body,
about one half middle ship
length. A.D;