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J. J. Hepburn

Additional strength beyond the requirements
for 90 ft

By strong longitudinal keelsons
No. 1. Single line keelson $36 \times \frac{9}{16}$ attached by
continuous angle irons to flat keel plate; two
inner keelsons $33\frac{1}{2} \times \frac{9}{16}$ to 76 secured home to skin
and attached thereto by angle iron, also by
the iron traker. Light flat worked on top of
the keelsons, and by the cabin deck beams
abaft Engine Room and lower deck beams
forward of fore peak bulkhead being entirely
plated over to form the crowns of the Water
Ballast Tanks

Flat plate keel of the thickness required for 100 ft
harbour stroke for half length amidships
being made the thickness required for 100 ft
and 40 ins wide instead of 30 ins.

Sheer stroke 10 ins in excess of width required
by Rule, and the top side-plating stiffened
by two angle irons each of $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{7}{16}$ extending
from luff of boom to break of deck.

The Main Frames are in excess of the
Rules and they are spaced one inch nearer
than that required by Rule 21.

A. H. Barnes



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