

Nº 75

MIDSHIP SECTION

Scale $\frac{1}{2}$ of an Inch to 1 Foot.

Half Girth 29.0
 Breadth 14.3
 Depth 19.0
 62.3
 228
 14200

Poep Beams
 Dimensions
 Length between perpendiculars 230 ft. 0
 Beam moulded 28 ft. 9
 Depth 78 ft. 6.

to Class 90 A

Butt straps to be $\frac{1}{16}$ thicker
 and treble riveted for $\frac{1}{2}$ length
 amidships

Stringer plate $45 \times \frac{10}{16}$ for $\frac{3}{5}$ the length
 to $33 \frac{1}{2} \times \frac{7}{16}$ at ends

Dis 15 $\times \frac{7}{16}$ Decks $5 \times 3 \frac{1}{2}$

$5 \times 3 \frac{1}{2} \times \frac{7}{16}$

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

$2 \frac{3}{4} \times 2 \frac{3}{4} \times \frac{5}{16}$

Shut straps $13 \frac{1}{16} \times 20 \frac{1}{16}$
 $\frac{3}{4}$ the vessel length amidships
 reduced then gradually to $\frac{7}{16}$
 double riveted

Frames $4 \times 3 \times \frac{7}{16}$ for $\frac{3}{5}$ the length amidships
 $4 \times 3 \times \frac{3}{8}$ at ends

Reverse Bars $3 \times 3 \times \frac{3}{8}$ to upper part
 of Hold Beam stringers angle iron
 and Gunwale alternately
 all spaced 28" apart

$\frac{8}{16}$ to $\frac{7}{16}$

$2 \frac{1}{2}$

single riveted

$3 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{7}{16}$
 connects to outside plating

$\frac{5}{16}$ to $\frac{7}{16}$

Stringer $24 \times \frac{10}{16}$ tapering as per rules

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

$2 \frac{3}{4} \times 2 \frac{3}{4} \times \frac{5}{16}$

single

$\frac{5}{16}$ to $\frac{7}{16}$

single

$\frac{5}{16}$ to $\frac{7}{16}$

$5 \times 3 \frac{1}{2} \times \frac{7}{16}$

double riveted

$\frac{7}{16}$ $4 \times 4 \times \frac{1}{2}$

cutting $2 \frac{1}{2}$

for half length $\frac{10}{16}$
 to $\frac{5}{16}$ at ends
 Butt straps of these two
 plates to be $\frac{1}{16}$ thicker
 & treble riveted for $\frac{1}{2}$ length

$\frac{3}{8}$ plate

$\frac{3}{8}$ plating
 $2 \times 3 \times \frac{3}{8}$ $1 \frac{1}{2}$ at
 Rail near
 $\frac{7}{16}$ scant

$5 \times 3 \frac{1}{2} \times \frac{7}{16}$

34 floor plates $19 \times \frac{7}{16}$ for $\frac{3}{5}$ the length
 to $\frac{5}{16}$ at ends ship

$2 \times 3 \times \frac{7}{16}$

$\frac{7}{16}$

$5 \times 3 \frac{1}{2} \times \frac{7}{16}$

inter costal
 plate

$\frac{5}{16}$

$\frac{5}{16}$

$20 \times \frac{7}{16}$
 tapering to $\frac{5}{16}$

Kee $8 \times 2 \frac{3}{8}$

Stem $7 \frac{1}{4} \times 2 \frac{3}{8}$

J. S. Latham Richard & Co

H. Dudgeon

San Francisco May 29th 1871

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