

MIDSHIP SECTION

S. S. "PARIS"

Scale $\frac{1}{2}$ in. = 1 Foot.

Section of original bridge now extended forward to Forecastle

Vessel Built by Barclay Curle & Co., Glasgow, 1865. Classed A Special Survey.
It is proposed to lengthen her 35 feet amidships and to extend the bridge aft to meet the full poop thus making her an awning decked ship of the dimensions

Length on Main Deck = 252.7
Breadth = 28.2
Depth to Keel = 17.3

Rated to Class 100 A Awning Deck

$\frac{3}{16}$	$\frac{3}{16}$	diagonal
$2\frac{1}{2} \times 2\frac{1}{2} \times \frac{5}{16}$	$2\frac{1}{2} \times 2\frac{1}{2} \times \frac{5}{16}$	$12 \times \frac{9}{16}$
$7\frac{1}{2} \times \frac{7}{16}$	$6\frac{1}{2} \times \frac{7}{16}$	$12 \times \frac{9}{16}$

Measurements

Ratios

Depth = 17.3

Length to Breadth = 8.96

Half Breadth = 14.1

to Depth = 14.61

Stitch = 27.7

Frame Numeral = 59.1

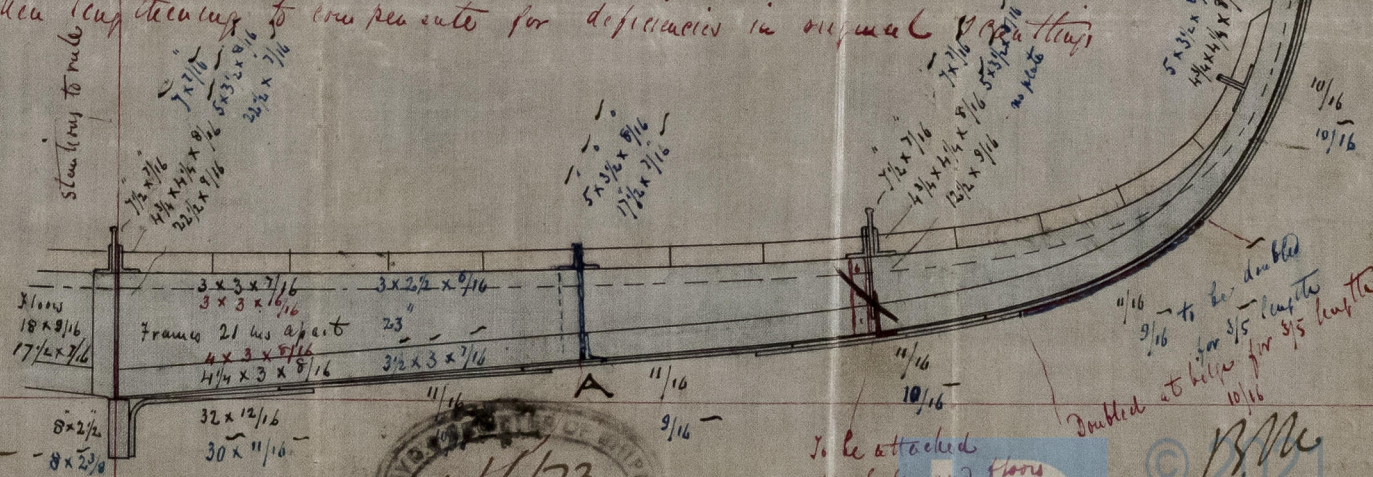
Plating do

$\frac{6}{14} \frac{935}{2489}$
 $\frac{17424}{24}$

AITKEN & MANSEL
SHIPBUILDERS & ENGINEERS
GLASGOW.

Note. Figures scantlings in black ink are those of vessel as originally built.
Figures scantlings in blue ink are those required by present rule for a vessel of the increased length, and of 100 A (Awning Deck Class)

Lines and scantlings figured in red show proposed additions to be introduced when lengthening to compensate for deficiencies in original scantlings



18m
12/6/73

12/6/73

B.M.C.
12/10/73

Note. In considering the heavy framing, close spacing of same, and heavy plating of bottom, we hope this requirement of the rule will be considered unnecessary.

Arthur T. Mansel
White Sulph. 4 June 1873.