

Iron No 13799

No 1

S.S. Nautilus Report No 11.011

By J. Gulston
26 Feb 1874

Midship Section of S.S. No 1-50 A.

199 x 27.10 x 17.3

Under 8 breadth & 12 depth in Length

Half Poop 77 feet long

Poop side plating $\frac{6}{16}$ increased to $\frac{7}{16}$
at the break when it will be treble riveted
Stringer on Poop $\frac{40}{16}$ reduced to $19\frac{1}{2}$ at ends

Stringer $40 \times \frac{8}{16}$ for $\frac{3}{4}$
length reduced to $24 \times \frac{8}{16}$
Butt straps increased
 $\frac{1}{16}$ & treble riveted for $\frac{1}{2}$ length
Angles $4\frac{1}{2} \times 3 \times \frac{7}{16}$

Side Plate $9 \times \frac{8}{16}$ for $\frac{1}{2}$ length
reduced to $7 \times \frac{8}{16}$ at ends

Beam $7 \times \frac{6}{16} \times 6 \times \frac{6}{16}$
do Angles $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{5}{16}$

Frames $3\frac{1}{2} \times 3 \times \frac{7}{16}$ space 22 in + reduced to

Revers Bar $3 \times 2\frac{1}{2} \times \frac{6}{16}$
 $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{5}{16}$

carried to back + upper turn of Bilge
bolts in Engine Room to do

Stringer $15\frac{1}{2} \times \frac{8}{16}$ for $\frac{1}{2}$ length
reduced to $11\frac{3}{4} \times \frac{8}{16}$ at ends

Angles $4\frac{1}{2} \times 3 \times \frac{7}{16}$

Sheer Plate $\frac{11}{16}$ for $\frac{3}{4}$ length reduced to $\frac{9}{16}$ at ends
do do $\frac{11}{16}$ at Break doubled for about 30 ft
Butt straps increased $\frac{1}{16}$ & treble riveted for $\frac{1}{2}$ length
Double riveted -

$\frac{7}{16}$

Butt Straps treble riveted & increased $\frac{1}{16}$ at Break

Half Breadth 13-11"
Depth 17-3"
Half Girth 28-1"
59-3"

First Number 59.25

Length 199

533 25
533 25
5925
11790.75

First Number 59.3

Second do 11.791

Rec 2/8/74 & 11/3/74

height of alternate reversed frames

$\frac{7}{16}$

Butt straps increased $\frac{1}{16}$ & treble riveted for $\frac{1}{2}$ length

If the reversed frames are cut here
the frame should be doubled for a
length of 3 feet

Centre Keel Plate $12\frac{1}{2} \times \frac{10}{16}$
do do do $6\frac{1}{2} \times \frac{8}{16}$
do Angles $4\frac{1}{2} \times 3\frac{1}{2} \times \frac{7}{16}$

Centre Plate in way
of Double Bottom $23 \times \frac{8}{16}$
Angles $4\frac{1}{2} \times 3\frac{1}{2} \times \frac{7}{16}$

Angles $2 \times 2 \times \frac{5}{16}$

Bulk Plate $6\frac{1}{2} \times \frac{8}{16}$
Angles $4\frac{1}{2} \times 3 \times \frac{7}{16}$

17 1/2 Floor Plate $17\frac{1}{2} \times \frac{7}{16}$ reduced to $\frac{6}{16}$ at ends

do do $17\frac{1}{2} \times \frac{8}{16}$ in Engine Room

$\frac{9}{16}$ for $\frac{1}{2}$ length reduced in way of Double Bottom to $\frac{8}{16}$

Butt straps increased $\frac{1}{16}$ & treble riveted for $\frac{1}{2}$ length

Keel $2\frac{1}{2} \times 2\frac{1}{4}$

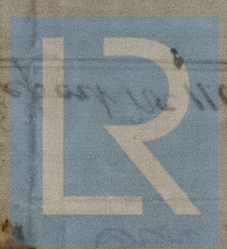
Scale of $\frac{1}{2}$ an Inch to a foot

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3/3/74
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