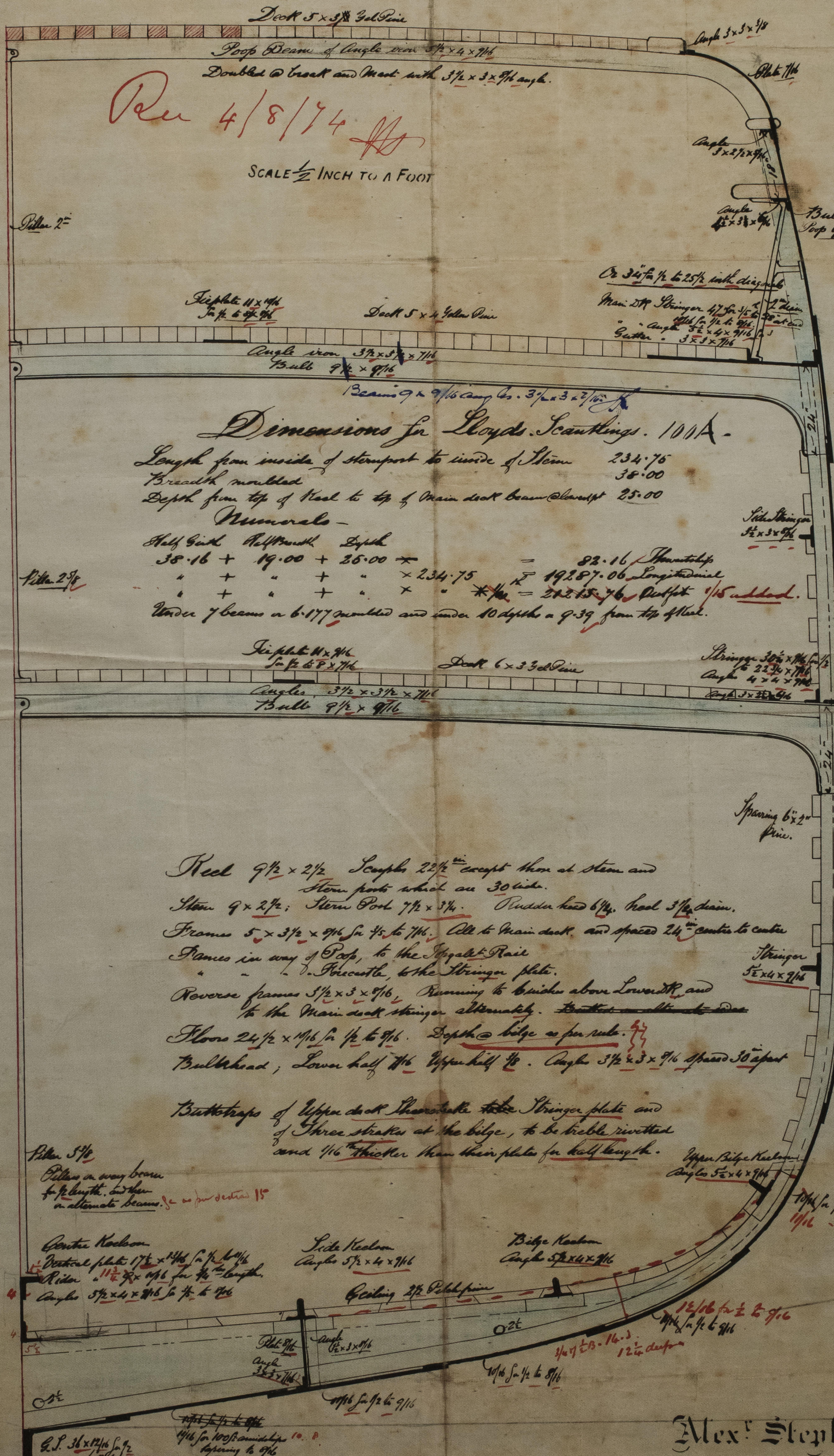


MIDSHIP SECTION

N^o 180 = 81 - 82.

SHIP 'AIRLIE' Glasgow Report No 4010



Dimensions in Lloyd's Scanlings. 101A.

Length from inside of stempost to inside of Stern 234.75
 Breadth moulded 38.00
 Depth from top of keel to top of main deck beam (lowest) 25.00

Memoranda -

Half Girth Half Breadth Depth
 $38.16 + 19.00 + 25.00 = 82.16$ Transverse
 $234.75 \times 82.16 = 19287.06$ Longitudinal
 $19287.06 \times \frac{1}{16} = 1205.44$ Deficit $\frac{1}{16}$ added.
 Under 7 beams a 6.177 moulded and under 10 depths a 9.39 from top of keel.

Keel $9\frac{1}{2} \times 2\frac{1}{2}$ Scuppers $22\frac{1}{2}$ except them at stem and
 Stern posts which are 30 inch.
 Stem $9 \times 2\frac{1}{2}$; Stern Post $7\frac{1}{2} \times 3\frac{1}{4}$. Rudder head $6\frac{1}{2}$, keel $3\frac{1}{2}$ down.
 Frames $5 \times 3\frac{1}{2} \times 9\frac{1}{6}$ for $\frac{1}{4}$ to $\frac{1}{16}$. All to main deck and spaced $24\frac{1}{2}$ centre to centre
 Frames in way of Poop, to the Topgallant Rail
 Reverse frames $5\frac{1}{2} \times 3 \times 9\frac{1}{6}$, running to briches above Lowerdeck, and
 to the main deck stringer alternately. Briches alternately down
 Floors $24\frac{1}{2} \times 1\frac{1}{2}$ for $\frac{1}{4}$ to $\frac{1}{16}$. Depth @ bilge as per rule. $\frac{1}{16}$
 Bulkhead, Lower half $1\frac{1}{2}$ Upper half $1\frac{1}{2}$. Angle $3\frac{1}{2} \times 3 \times 9\frac{1}{6}$ spaced 30 apart

Buttstraps of Upper deck Shearstrake take Stringer plate and
 of three strakes at the bilge, to be rivetted
 and $\frac{1}{16}$ thicker than their plates for half length.

Pillar 5 $\frac{1}{2}$
 Pillars in way beam
 for length, and then
 alternate beams. 15

Porter Keelson
 Vertical plate $17\frac{1}{2} \times 1\frac{1}{2}$ for $\frac{1}{4}$ to $\frac{1}{16}$
 Riser $11\frac{1}{2} \times 7\frac{1}{2}$ for $\frac{1}{4}$ to $\frac{1}{16}$
 Angle $5\frac{1}{2} \times 4 \times 9\frac{1}{6}$ for $\frac{1}{4}$ to $\frac{1}{16}$
 Side Keelson
 Angle $5\frac{1}{2} \times 4 \times 9\frac{1}{6}$
 Bilge Keelson
 Angle $5\frac{1}{2} \times 4 \times 9\frac{1}{6}$

Alex. Stephen & Sons
 SHIPBUILDERS & ENGINEERS

GLASGOW

July 31st 1874

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 DRAWING NO 1072
 IRONSH-0049

"Airlie"
Iron 14194

IRONSII-0069

