

*27/12/11*

S.S. "SUMMERLEE"

Glasgow Report No. 4502

Deck to be of iron  $\frac{9}{16}$  thick

Angle  $5 \times 3 \times \frac{9}{16}$   
 $15 \times 10 \times \frac{9}{16}$

Beams Angles  $6 \times 3 \times \frac{9}{16}$

Bull iron at ends of Hatchways  
as per Rule

Stringer  $36 \times \frac{1}{16}$  for  $\frac{1}{2}$  the  
length reduced to  $25 \times \frac{8}{16}$   
Angle iron  $5 \times 4 \times \frac{9}{16}$

Rev 27/12/11 & 9/1/12

$2\frac{1}{2}"$

Class 100 A

Hold Beams on every 10<sup>th</sup> frame

Angles  $4 \times 4 \times \frac{9}{16}$   
Plate  $10 \times \frac{9}{16}$   
angles  $4 \times 4 \times \frac{9}{16}$

with gusset  
ended

Stringer  $36 \times \frac{9}{16}$   
for  $\frac{1}{2}$  the length reduced  
to  $24 \times \frac{9}{16}$   
 $5 \times 4 \times \frac{9}{16}$

Angles  $4 \times 4 \times \frac{9}{16}$

H  $\frac{9}{16}$  reduced to  $\frac{8}{16}$

Girth	01.7
Depth	18.7
Beam	14.25
	67.65
	249
	60885
	27960
	13530
	1684485

Flush deck  
Midship Section of a Screw Steamer  
No. 159  
Scale  $\frac{3}{4}$  inch = one foot

13.3 Depths  
7.2 Beams

G  $\frac{10}{16}$  reduced to  $\frac{8}{16}$

3 Strakes of plating at the Bilge  
 $\frac{1}{16}$  thicker in rear of Intercostal  
plate on keelson at upper turn of Bilge

Ribbed plate for  $\frac{3}{16}$ "  
Angle  $5 \times 4 \times \frac{9}{16}$  for  $\frac{1}{2}$  the length  
Plate  $10 \times 4 \times \frac{9}{16}$  for  $\frac{1}{2}$  the length  
reduced to  $10 \times 4 \times \frac{9}{16}$   
Angle  $5 \times 4 \times \frac{9}{16}$

Ceilings  $2\frac{1}{2}"$

Revers frames  $3 \times 3 \times \frac{9}{16}$  every alternate one runs to upper deck the other to between deck double in Engine & Boiler space from Bilge to Boiler space

Frames 24 inches apart  $4 \times 3 \times \frac{9}{16}$  for  $\frac{1}{2}$  the length reduced to  $4 \times 3 \times \frac{9}{16}$

Floors  $20\frac{1}{2} \times \frac{9}{16}$  for  $\frac{1}{2}$  the length reduced to  $17\frac{1}{2} \times \frac{9}{16}$  under Engines & Boilers

$A 36 \times \frac{1}{16}$  for  $\frac{1}{2}$  the  
length reduced to  $19\frac{1}{16}$

Keed  $9 \times 2\frac{1}{2}"$

Stem  $8\frac{1}{2} \times 2\frac{1}{2}$  reduced to  $7\frac{1}{2} \times 2\frac{1}{2}$

Stern post  $8\frac{1}{2} \times 5$

Rudder  $6\frac{1}{4}$  at head &  $3\frac{1}{4}$  at heel

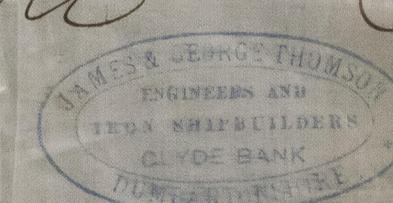
Anchors

1 Bowser 21 Cwt.  
1 " 205 "  
1 " 195 "  
1 " 60 "

1 Scream 9 Cwt.  
1 Kedge 4 $\frac{1}{2}$ "  
1 " 2 $\frac{1}{2}$ "

E  $\frac{10}{16}$  reduced to  $\frac{8}{16}$

The bull-straps of the upper deck and midship deck beam stringers plate, Sheerstrake, &c, of three strakes of plating round the bilges, for half the vessel's length amidships, are to be one  $\frac{1}{16}$  of an inch thicker than the plates they connect, and treble riveted.



18/12/11  
27/12/11



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