SHIP, "BAY OF CADIZ."

Glasgow Report No. 4802

21.2.78.

Rec 26/1/78 & 24/2/78 & 16/5/78

Forecastle Ties 11 × 11/32

Poop & Forecastle Decks 3"

Poop Beams 6" × 9/32 & Forecastle Beams 8 × 9/32 Bulb Section

Poop & Forecastle Stringer 11 × 11/32

4 × 3 × 11/32

P 11/32

Sailing Ship to be built of Steel, to class 100 A

Numerals

39.0 half girth
20-0 half beam
25-5 Depth
84.5 ✓
249
7605
3380
1090
21,040 ✓

Length 250.0
Breadth moulded 40.0
Depth of Hold 23-2

6·2 Beams ✓
9·7 Depths ✓

9 0 9/32

31/1/78

Ties 14 × 16/32

Main Decks 4"

Stringer 52 × 9/32 reduced to 33 × 9/32 × 13/32

52 × 4 × 13/32

Beams 9 × 13/32 Bulb Section

9 + 9/32

N 21/32 reduced at after end to 16/32 and fore end to 18/32 40 inches broad

23.2.
2.11
25.5
2.10

2 7/8" of iron

Ties 14 × 15/32 diagonals at fore & main mast - 14 × 15/32

Stringer 37 × 14/32 reduced to 28 × 9/32 × 13/32

angles 4 × 4 × 9/32 × 14/32

Beams 10 × 14/32 bulb Section

L 18/32 reduced at after end to 14/32 and fore end to 16/32

No 16

Scale ½ inch = one foot

JAMES & GEORGE THOMSON
ENGINEERS AND
IRON SHIPBUILDERS
CLYDE BANK
DUMBARTON

K 16/32 reduced at both ends to 9/32 13/32 14/32

angles 3·3·9/32 × 14/32

3½" of iron

I 16/32 reduced at after end to 9/32 13/32 14/32 and fore end to 9/32 15/32

H 16/32 reduced at both ends to 9/32 13/32 14/32

25.5

23.2

15.6

Rider for 3/4 keel plate 18 × 21/32 reduced to 17/32

angles 5½ × 4 × 14/32 reduced to 13/32 Zig-Zag bottom

Foundation plate for 21 ft. 18 × 15

13/32

Keel plate

angles 5½ × 4 × 14/32

angles 5½ × 4 × 14/32

G 18/32 reduced at after end to 14/32 and fore end to 16/32

Hold ceiling 2½

F 16/32 reduced at both ends to 9/32 13/32 14/32

Reverse bars 3½ × 31/32 every one to 3 sunvale frames

Floors 25 × 16/32 for ½ length reduced to 13/32

6 × 3 × 10/32 for 3/4 reduced to 5 × 3 × 10/32

E 18/32 reduced at after end to 13/32 15/32 and fore end to 15/32 16/32

Frames 24 inches apart of angle Steel

D 16/32 reduced at both ends to 13/32 14/32

C 15/32 reduced at after end to 13/32 14/32 and fore end to 15/32 15/32

B 16/32 reduced at both ends to 13/32 14/32

A 36 × 19/32 reduced to 16/32 9/16

Keel of iron 9½ + 2½"

Stem & Stern post of iron 9 + 2½"

Rudder 6¼ at head + 3/4 at heel of Iron

Note— Additions made to scantlings since this section was approved shewn in blue ink. S.L. 24/2/78

Shell plating is carried the midship thickness for ½ the length

Main deck Stringer Sheerstrake and 3 strakes of plating at the bilges to be double riveted and butt straps 2/32 thicker than the plates —

N.B. { Tensile strain 27/32 to 31/32 tons per sq. inch
elongation in 8 inches = 20 %
Tonnage under deck = 1530

30/1/78
28/2/78

W.D. 30/1/78
Glasgow 10/4/78
25/1/78
S.L.

LR/NS33 PCH

Lloyd's Register Foundation