S.S. "Darlington" N.W.C. Report No. 15453

1.10.80

MIDSHIP SECTION

SCALE ½ INCH TO ONE FOOT.

½ Girth 39.0
½ Breadth 17.9
Depth 25.96
82.86 × 283.5 = 23490
2/0 1/15 for Poop 1566
75.86
283.5
37930
22758
60688
15172
21.506,310

25,056 = Number for outfit.

10.92 depths to Upper deck.
14.95 " " Main "
7.89 Breadths.

Class 100 A
with 3 decks.
Poop & Topgallant Forecastle under ¼ length.

5" × 4" decks.

9/16 Parkal Iron deck from Hatch Coamings to Stringer for ½ length 9/16 thick.

3 × 3 × 6/16 3/8 × 3/16 on alternate frames to 6½ × 6/16.

46 × 9/16 for ½ length.
33 × 7/16 at ends.
Butts 7/16 thicker & treble Riveted for ½ length.

3½ × 3 × 6/16.

1/4

3 × 3 × 6/16

4 × 4 × 9/16.

40 × 13/16 for ½ length.
12/16 " 3/4 "
10/16 at ends.
Butts 1/16 thicker & treble Riveted for ½ length.

2½

Iron deck whole length 6/16 to 5/16.

10/16 to 8/16.

40½ × 10/16 for ½ length.
33 × 8/16 at ends.
Butts 7/16 thicker and treble Riveted for ½ length.

Single leg 3 × 3 × 6/16

6 × 3 × 8/16 to 7/16 on every frame.

4 × 3 × 6/16

Beams at hatchways of Bulk 8½ × 8/16 with single Angle 6 × 3 × 7/16.

4 × 4 × 9/16.

11/16 to 9/16.

Anchors & Chains.

2 Bowers	32 Cwt	ex stock
1 Bower	27¼	
1 Stream	10½	
1 Kedge	5¼	
	2½	

2¼0 fathoms 1 13/16 stud chain cable.
2/5 " 1 1/8 short link chain.

3" + 3¾" when extending to Main deck in one length.

10/16 to 8/16.

3/8" 4 × 16 to ½ plate.

5½ × 4 × 9/16.

3½ × 4 × 9/16.
2 3/8 × 7/16 for ½ length.
2 3/8 × 7/16 at ends.

4 × 4 × 9/16.

4 × 4 × 8/16.
9½ × 9/16.

11/16 to 9/16.

Hold Beams spaced as shewn.

Frames 5 × 3 × 8/16 for 3/5ths to 7/16 at ends doubled in way of ballast Tank for 4 feet + 3 feet at Keel spaced 24 inches apart
Reverse frames 3 × 3 × 7/16 to Main & Upper Stringer alternately & in Engine & Boiler space to Upper Stringer on every frame & doubled under Engine & Boiler Casers
3 3/8 Bulkheads 6/16 stiffened with Angles 3 × 3 × 7/16.

10/16 to 8/16.

Centre Keelson where there is no Tank 13/16 × 12/16.
9/16 5½ × 4 × 16.
6/16 9/16 in Engine & Boiler space in lieu of Floors being 9/16 thicker.
8/16 Bulb for ½ length to turn 3 frames spaced into Tank & suitably connected to Girder.
2½ lengths spaced 6 frames into Tank.

4 Web frames to Main deck in Engine & Boiler space 8/16 thick with double Angles on inside.

3 × 3 × 7/16.
Frames doubled from 2 feet below Tank knees to height of Bilge Stringer in lieu of double reverse frames in Engine and Boiler Space.
Butts of this Strake not to be Treble Riveted in way of Ballast Tank.
Butts of three Strakes 16 thicker and treble Riveted for ½ length

4 × 4 × 9/16.
20 × 11/16.
5½ × 4 × 9/16.
6/16 3 × 3 × 6/16 6/16 3 × 3 × 6/16 6/16
9/16 5½ × 4 × 8/16 3/8 Knees alternate Frames.
7/16
3 × 3 × 7/16.
10/16 to 8/16.

Floors 23½ × 9/16 for ½ length to 7/16. 8/16 where there is no Tank.

11/16 to 9/16.
10/16 to 8/16.
11/16 to 9/16.
12/16 to 11/16.
10/16 to 8/16.
3 × 3 × 7/16.

Keel 9½ × 2½
Stem 9 × 2½
Stern & Rudder post 9 × 5 3/3
Rudderhead 6 1/4
" Heel 3½.

Butts of these strakes Treble Riveted for ½ Length.

Shell plates in way of Ballast Tank 1/16 less in thickness when plates are 10/16 thick (except Garboard Strake.)

J.P.
1/10/80

S.S No 53.

30/9/80

C.S. SWAN & HUNTER IRON SHIPBUILDERS DATE WALLSEND NEWCASTLE-ON-TYNE

Sept 27th 1880.

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