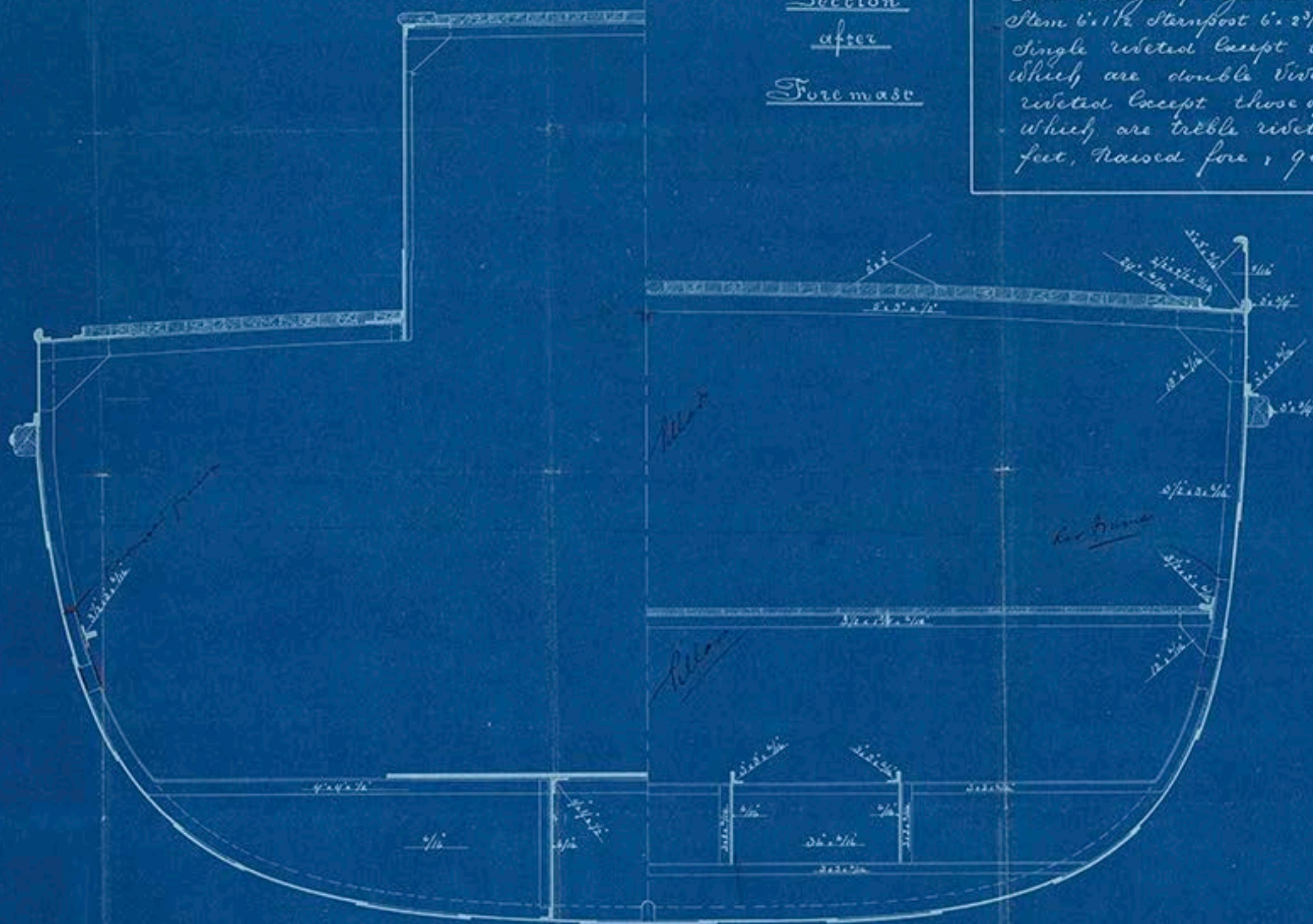


30.4.87.

Screw Pump Hopper BargeN^o 410Scale 1/2" = 1'-0"SectionoverEngine roomSectionafterFore mast

Frames $3\frac{1}{2} \times 5\frac{1}{16}$ spaced $19\frac{1}{4}$ to $21\frac{1}{4}$ No. 1 frames in fore & aft compartment on each frame $2\frac{1}{2}$ above floors $5 \times 5 \times \frac{1}{16}$ those on Engine seats double $4\frac{1}{4} \times \frac{1}{16}$ Floors in fore compartment $15 \times \frac{1}{16}$ in Engine, boiler space $36 \times \frac{1}{16}$ Stringer plates at side of well $39 \times \frac{1}{16}$ chequered plate tapered in fore & aft compartment to height of frames over a length of 9 feet. Beams in fore & aft compartment of angle iron $5 \times 3 \times \frac{1}{2}$ on each frame - stringer plates in fore & aft compartment $24 \times \frac{1}{16}$ all round with tie plates of $10 \times \frac{1}{16}$, Kelsons in fore compartment four in number $24 \times \frac{1}{16}$ in aft compartment two in number $36 \times \frac{1}{16}$ running as far as convenient. 7 Bulkheads those at end of well $\frac{1}{16}$ collision bulkhead $\frac{3}{16}$ and the remainder $\frac{1}{16}$ thick, Side stringers of angle iron $3\frac{1}{2} \times 5 \times \frac{1}{16}$ riveted back to back. Stem $6 \times 1\frac{1}{2}$ Sternpost $6 \times 2\frac{1}{4}$ - all seams of Hull plating single riveted except those of keel plate, sheerstrake which are double riveted - all butts double riveted except those of keel plate and sheerstrake which are treble riveted, Length of Hopper well 52 feet, Raised fore & quarter decks of $21\frac{1}{2}$ height.

Built by Messrs J. H. Smith
at Newcastle
in 1887.

Received of J. H. Smith
the sum of £1000
being the cost of the barge

15/11/87 J.H.S.
27/4/87



Lloyd's Register
Foundation

