

Proposed Midship Section No. 64

Scale $\frac{1}{2}'' = 1'$ foot.

Class 100 A

(Semi) Spar deck with freeboard

Dimensions

Length B.P. 325'-0"
Breadth 44'-0"
Depth Moulded 26'-10"

Boat Scantlings

Stringer plate 38 to 30 $\frac{1}{2}''$
Beams - Bull Angle $7\frac{1}{2}'' \times 3\frac{1}{2}''$ on alternate frames (under 14'-0")
The plates 13 $\frac{1}{2}''$, Deck plating 3"

Crainings $\frac{1}{16}''$ iron, or $\frac{1}{16}''$ steel.

$6\frac{1}{2}'' \times 3\frac{1}{2}'' \times \frac{1}{2}''$ to $9\frac{1}{2}''$

$3 \times 3 \times \frac{1}{2}''$

Coamings $\frac{3}{8}$ or $\frac{1}{2}''$

Iron deck $\frac{1}{2}''$ or steel deck $\frac{3}{8}''$

Bull Angle Beams $6\frac{1}{2}'' \times 3\frac{1}{2}''$ every frame

Forecastle Scantlings
Stringer plate 38 to 30 $\frac{1}{2}''$
Beams (under 14'-0") - Bull Angle $9\frac{1}{2}'' \times 3\frac{1}{2}''$
The plates 13 $\frac{1}{2}''$, Deck plating 3"

Bridge Stringer 116 $\frac{1}{2}''$

Bridge Sheerplate $\frac{1}{2}''$ thick

Single riveted (Reduced thickness of Bridge Sheer + Side plating proposed as built angle frames $6\frac{1}{2}'' \times 3\frac{1}{2}''$ are run up to Bridge deck)

Side plating $\frac{1}{2}''$ both double riveted

Single riveted

Increased $\frac{1}{2}''$ for $\frac{1}{4}''$ length

Sheerplate 116 $\frac{1}{2}''$ to $\frac{1}{2}''$ at ends

Bulls lapped and double riveted

Double at fore and aft ends of Bridge

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Lloyd's Nos

23-33 $\frac{1}{2}''$ breadth
24-75 Depth
45-75 $\frac{1}{2}''$ girth
96-83 = No for frames above tank
322-45
449-75
559-32
700-1
766
264-9
28965-635 = 2nd No.

Proportions

Depth to Length Moulded = 11-6
Main " = 15-9
Breadth to Length = 6-9

Frames

Bull Angle frames from Tank side to Forecastle $6\frac{1}{2}'' \times 3\frac{1}{2}''$ this being size required by Scantlings to Upper deck without the deduction of $\frac{1}{2}''$. This size is prepared with a view of obtaining normal freeboard (no reserve for propeller frame)

Beams and Wels

Beams at Hatch ends - Bulls $12'' \times 12''$ Angles $5\frac{1}{2}'' \times 4''$ (under 16'-0")

Beams between Hatches with $11'' \times 11''$ Angles $3\frac{1}{2}'' \times 3\frac{1}{2}''$

Quarter Pillars 12 dia every 14th frame.

Anchors and Chains

No for Suffit

1st Bk = 23-33
2nd " = 24-75
3rd " = 45-75
4th " = 96-83
5th " = 322-45
6th " = 449-75
7th " = 559-32
8th " = 700-1
9th " = 766
10th " = 264-9
11th " = 28965-635
Equipment = 23041-53

1st Bower --- $4\frac{1}{2}''$ curb (Stockton Anchor)
2nd " --- $4\frac{1}{2}''$ " (Collector's Model)
3rd " --- $4\frac{1}{2}''$ " (135 $\frac{1}{4}''$ curb)
Stream --- $11\frac{1}{2}''$ " 24 Stock
Kedge --- $5\frac{1}{2}''$ "

240 Fathoms --- 2 $\frac{1}{2}''$ Stud Chain
60 " --- $1\frac{1}{2}''$ Storing Wire
120 " --- 12th Twine or 14th Wire
90 " --- 10th Twine or 12th Wire
60 " --- 8th Twine

Buckheads

Buckhead plates $\frac{1}{2}''$ bottom, $\frac{1}{2}''$ top.
Stiffeners $5\frac{1}{2}'' \times 3\frac{1}{2}'' \times \frac{1}{2}''$
Horizontal stiffeners on Collision and other Buckheads: one 14th 6th Bull Angle $8'' \times 3\frac{1}{2}''$

Tongues

Iron 11 \times 3 $\frac{1}{2}''$
Steel 11 \times 6 $\frac{1}{2}''$
Rudder Rod 8 $\frac{1}{2}''$ dia
" 6 $\frac{1}{2}''$ dia
" 6 $\frac{1}{2}''$ dia

Intercostal plates $18'' \times \frac{1}{2}''$ to $\frac{1}{4}''$
Single Angle on face $6\frac{1}{2}'' \times 4\frac{1}{2}'' \times \frac{1}{2}''$ to $\frac{1}{4}''$
Diamond plates $30'' \times 2\frac{1}{2}'' \times \frac{1}{2}''$ to $\frac{1}{4}''$
Brackets under Stringer between Web frames

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Shell plating $\frac{1}{2}''$ and above in range of double bottom reduced $\frac{1}{2}''$ except Keel and Garboard Shakes

Flat plate keel $36'' \times \frac{1}{2}''$ to $\frac{1}{4}''$ ends in view of doubling
Buttplate 116 riveted and $\frac{1}{2}''$ thick
for 14th L-bulls and 14th angle at ends
Double buttplate or lapped + quadruple riveted

All shell Butts lapped and Quadruple + Triple riveted except Flat plate keel.



SL11007-026

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