

MIDSHIP SECTION OF A PROPOSED STEEL SCREW VESSEL

TO CLASS 100. A. I. AT LLOYDS.

Nº 5<sup>a</sup>/4

DIMENSIONS:- 185'-0" x 30'-4" x 13'-3" MOULDED.

SCALE  $\frac{1}{2}'' = 1 \text{ FOOT.}$

## EQUIPMENT.

Long <sup>5</sup> N <sup>0</sup>	=	8062.3
POOP DECK $53.6 \times 7.0 \times \frac{3}{4}$	=	281.2
FOREC <sup>2</sup> DR $19.25 \times 7.0 \times \frac{3}{4}$	=	101.0
CASING + HOUSE $40 \times 7 \times \frac{1}{2}$	=	140.0
		8584.5

= LETTER J.

## LLOYDS NUMERALS.

$$\frac{B+D}{(B+D) \times L} = \frac{43.58}{8062.3} = \frac{\text{TRANS: } N^{\circ}}{\text{LONG: } N^{\circ}}$$

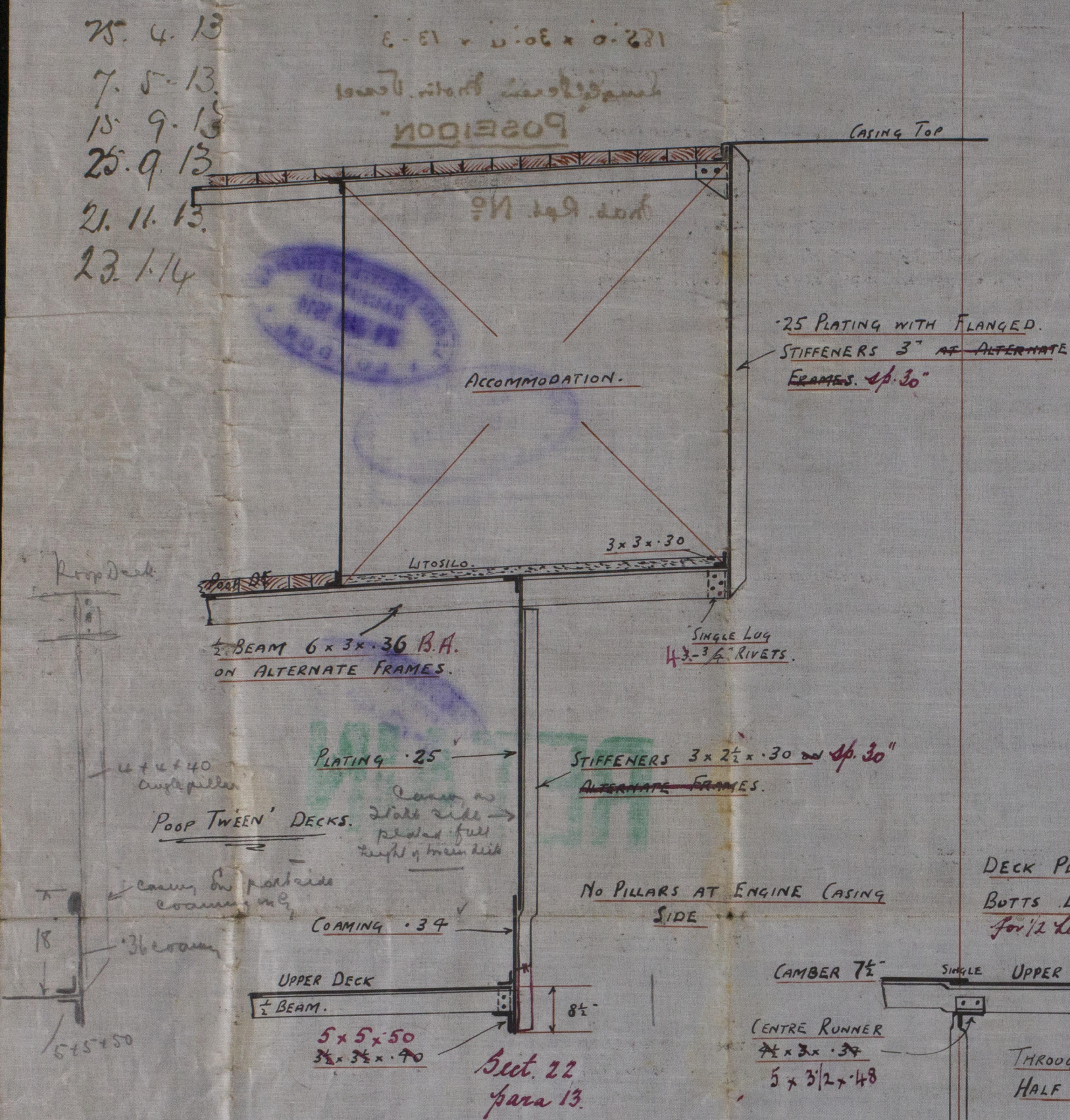
d TO UPPER DECK = 13.25 - 1.50 = 11.75

## PROPORTIONS.

L/D TO UPPER DECK = 13.95

2 BOWER ANCHORS (STOCKLESS) AT 16<sup>3</sup>/<sub>4</sub> CWTs EACH  
1 " " " " AT 14<sup>1</sup>/<sub>2</sub> "  
OR 3 BOWER ANCHORS (STOCKLESS) AT 16 CWTs EACH  
1 STREAM ANCHOR (IN STOCK) 4<sup>3</sup>/<sub>4</sub> CWTs.  
1 KEDGE " " 2<sup>1</sup>/<sub>4</sub> "  
210 FATHOMS 1<sup>3</sup>/<sub>16</sub>" STUD CHAIN CABLE  
60 " 3" STEEL WIRE (STREAM)  
75 " 2<sup>3</sup>/<sub>4</sub>" STEEL WIRE TOWLINE  
1-90 " 6" HAWSER OR 2<sup>1</sup>/<sub>4</sub>" STEEL WIRE  
1-90 " 4" " " 1<sup>1</sup>/<sub>2</sub>" " "

Owners consent to  
Steel wire.



(NOT REQUIRED BY RULE)

DECK PLATING  $\uparrow$  .26 to .34 *go for deck plating*

BUTTS LAPPED + ~~single~~ *double* Riv. *through 400's*

*for 1/2 len. single at ends.*

STRINGER PLATE  $46 \times 46$  TO  $17 \times 32$  *doubled as per deck plan, doubling 36.*  
 + ANGLE  $3 \times 3 \times 32$  TO  $3 \times 3 \times 32$  *in 2 directions.*  
 AND  $3 \times 3 \times 32$  *4 in 2 x 52*  
 IN WAY OF BRACKETS.  
 PLATE BUTTS TREBLE RIV. OVER  $\cdot 42$  AND DOUBLE RIV. WHERE  $\cdot 42$  + UNDER ✓

	POOP.	FORECASTLE
SIDE PLATING.	• 26 ✓	• 26
STRINGER	} SEE DECK PLAN	
DECK PLATING.		
STRINGER ANGLE	3 x 3 x .26	3 x 3 x .26.
POOP DECK SHEATHED!		

1 Row of Pillars.  $2\frac{3}{4}$ " DIA  
INCREASED FOR EXTRA LENGTH ✓

UPPER DECK. SINGLE

BEAM UNDER 30 FEET. SINGLE Double

THROUGH BEAMS  $5\frac{1}{2} \times 3 \times .34$  ANGLES ON EVERY FRAME ✓

HALF BEAMS  $5 \times 3 \times .34$  " " " " ✓

(SEE PROFILE) KNEES  $17 \times .34$  ✓

SHEER STRAKE 39" x .58 to .36  
*doubled as per profile, doubling 48*  
BUTTS TREBLE TO DOUBLE WHERE  
WHERE .42 + UNDER

FRAMES  $5 \times 3 \times .38$  ANGLES ✓ OR  $5 \frac{1}{2} \times 3 \times .30$  BOLT ANGLES ✓  
SPACED 22" APART. ✓

FRAMES IN PEAKS  $4\frac{1}{2} \times 3 \times .34$  ANGLES.

STEM  $6\frac{1}{4} \times 1\frac{7}{8}$  OR EQUIVALENT SECTIONAL AREA.  
STERN FRAME  $6\frac{1}{4} \times 4\frac{1}{2}$ . RUDDER POST  $5\frac{3}{4} \times 4\frac{1}{2}$ .  
RUDDER PLAN WILL BE SUBMITTED.

DOUBLE

39  $45 \times \frac{44}{42}$  TO  $\cdot 37$  INCREASED  $\cdot 07 = 48 \frac{1}{2}$  34 *in peaks.*

FOR OMISSION OF SIDE STRINGER ✓

BUTTS TREBLE RAY! FOR  $\frac{1}{2}$  L. TO DOUBLE ✓

AT ENDS. ✓

SINGLE ✓

57" x .38 TO .34 INCREASED .04 = 42 to 34 in peaks.

FOR OMISSION OF SIDE STRINGER ✓

BUTTS DOUBLE RIV: FORE + AFT ✓

CENTRE THROUGH PLATE KEELSON - 36 TO - 32 ✓  
CONTINUOUS TOP BAR  $4 \times 4 \times 36$  SINGLE  
" BOTTOM BAR  $5 \times 5 \times 32$  SINGLE  
RIDER PLATE INCREASED TO 26  $\times 36$  TO 36  
VERTICAL LUGS  $4 \times 4 \times 36$  SINGLE  
BUTTS DOUBLE RIV- 3 RIVETS ✓

NO BACK BARS ON FLOORS as shown.  
RIDER PLATES FOR <sup>full</sup> ~~3/4~~ ONLY.

19" ~~18~~ x .32 TO .28 FLANGED ON TOP. ~~2 1/2~~ 3" F.S. .34 IN ENGINE SPACE  
FLOORS CARRIED STRAIGHT OUT NO KNEES AT BILGE.  
Double reverse frames in engine space.  
SIDE KEELSONS (INTERCOSTAL) - .32 TO .28.  
SHELL BAR 3 x 3 x .32 TO .28. (INTERCOSTAL)  
RIDER PLATE 10" x .32 <sup>angle</sup> ~~32~~ ON TO VERTICAL PLATES <sup>3 x 3 x .32</sup> 24" x .5. (NO BACK BRIDGES)  
4 RIVETS EACH SPACE BUTTS <sup>single riv.</sup> ~~double~~ 3 RIVETS.

SINGLE.

$54 \times 40 \text{ TO } 36$

BUTTS TREBLE RIV: FOR  $\frac{1}{2}$  L TO

DOUBLE AT ENDS.

BILGE KEEL 7x3x.36 B.A.  
ABOUT 60'-0" EACH SIDE.

KEEL 39" x .60 TO .48. BUTTS <sup>quadruple</sup> TREBLE RIV: FOR, BUTTS TREBLE RIV: FORE + AFT. to DOUBLE RIV: AT ENDS.

72" x .40 T. .36 ✓  
BUTTS ~~TABLE~~ <sup>gundruple</sup> RIV: FOR 1/2 L  
to DOUBLE RIV: AT ENDS.

BOSS PLATE - 40

Bottom strengthened forward as per sketch

RIVETS THRO' FRAMES AND OUTSIDE PLATING.  
TO BE  $\frac{3}{4}$ " DIA<sup>R</sup>

OUTSIDE PLATING.  
Foundation  
WFO65-0207



Messrs. Smith Dock Co<sup>ld</sup>

No. 574

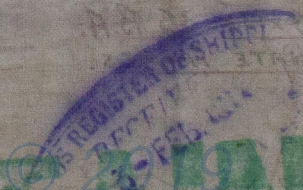
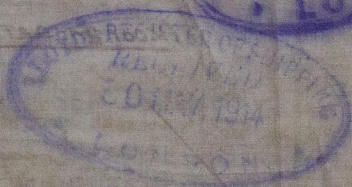
Ironship Fastener

185'0" x 30'0" x 13'3"

Unregistered Motor Vessel

POSEIDON

Inst. Rpt. No. 8454



Lloyd's Register  
Foundation  
W1065-0207