

SHIP NO 782  
MIDSHIP SECTION  
STEEL SINGLE SCREW MOTOR VESSEL.

DIMS:- 170'0" B.P. x 29'9" x 12'7" MLD.

SCALE  $\frac{1}{2}$ " = ONE FOOT.

TO CLASS + 100. A.I. LLOYDS.

$L \times D = 2139.16$   
 $L \times (B+D) = 7196.66$   
 $L/D = 13.51$   
 $d$  (ORD. FLOORS) = 11.33  
 $d$  @  $\frac{1}{2}$  L (ORD. FLOORS) 12.50  
 $d$  @ (DOUBLE BOTTOM.) 9.50  
 $d$  @ COLLISION BULKHEAD 14.00  
 $\% L$  OF SUPERSTRUCTURE (FCL) 12.35

EQUIPMENTS

EQUIPMENT NO 8084 LETTER "8"

2. BOWER ANCHORS  $16\frac{1}{2}$  CWTs EACH STOCKLESS  
1. BOWER ANCHOR  $16\frac{1}{2}$  CWTs STOCKLESS  
1. STREAM ANCHOR  $4\frac{1}{2}$  CWTs EX-STOCK  
195 FATHOMS  $1\frac{1}{2}$  STUD CHAIN CABLE ( $1\frac{1}{2}$  CWTs.)  
60 "  $1\frac{1}{2}$  SHORT LINK CHAIN (22 CWTs)  
75 "  $2\frac{1}{4}$  STEEL WIRE OR  $8\frac{1}{2}$  HEMP (TOW LINE.)  
90 "  $2\frac{1}{4}$  " " " 6 HEMP (HAWSER)  
90 "  $4$  "  *Hemp warp*

(COASTING SERVICE PHILIPPINE ISLANDS)  
AND BUILT UNDER SPECIAL SURVEY.

EQUIPMENT NUMBER

$L \times (B+D) = 7196.6$   
FORECASTLE  $21.02 \times 7.25 \times \frac{3}{4} = 114.3$   
U.D. HOUSES AMIDSHIPS  $27.5 \times 7.25 \times \frac{3}{4} = 149.5$  (13 x 28 x 6.8)  $7.25 \times \frac{3}{4}$  - *Rated up part of upper deck*  
POOP DECK HOUSE  $21.5 \times 7.25 \times \frac{1}{2} = 75.2$   
SHADE DECK HOUSE  $34.84 \times 7 \times \frac{3}{4} = 182.6$   
BOAT DECK HOUSE  $64.5 \times 7 \times \frac{3}{4} = 338$   
U.D. HOUSE  $7.5 \times 7.25 \times \frac{1}{2} = 27.2$

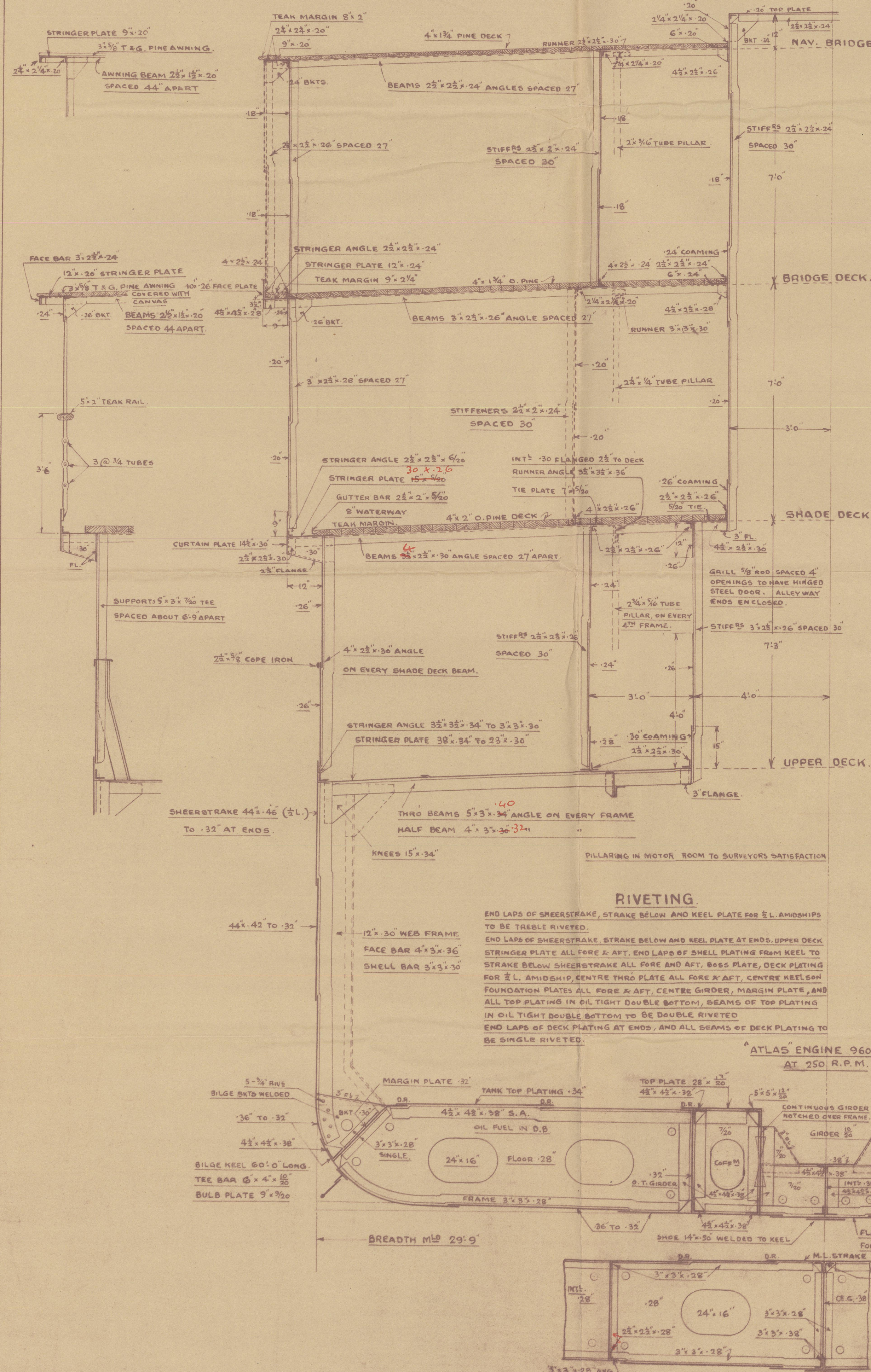
*Run Cany on Shade Deck*  
80834  
58  
8224

FORECASTLE DECK.

STRINGER ANGLE  $3 \times 3 \times 26$ "  
STRINGER PLATE  $17 \times 26$ "  
TIE PLATING  $7 \times 26$ "  
SIDE PLATING  $26$ "  
BEAMS  $5 \times 3 \times 24$ " ANGLE ON EVERY FR.  
BEAM KNEE  $15 \times 32$ "  
TEAK DECK  $5 \times 2\frac{1}{2}$ "

PANTING ARRANGEMENTS.

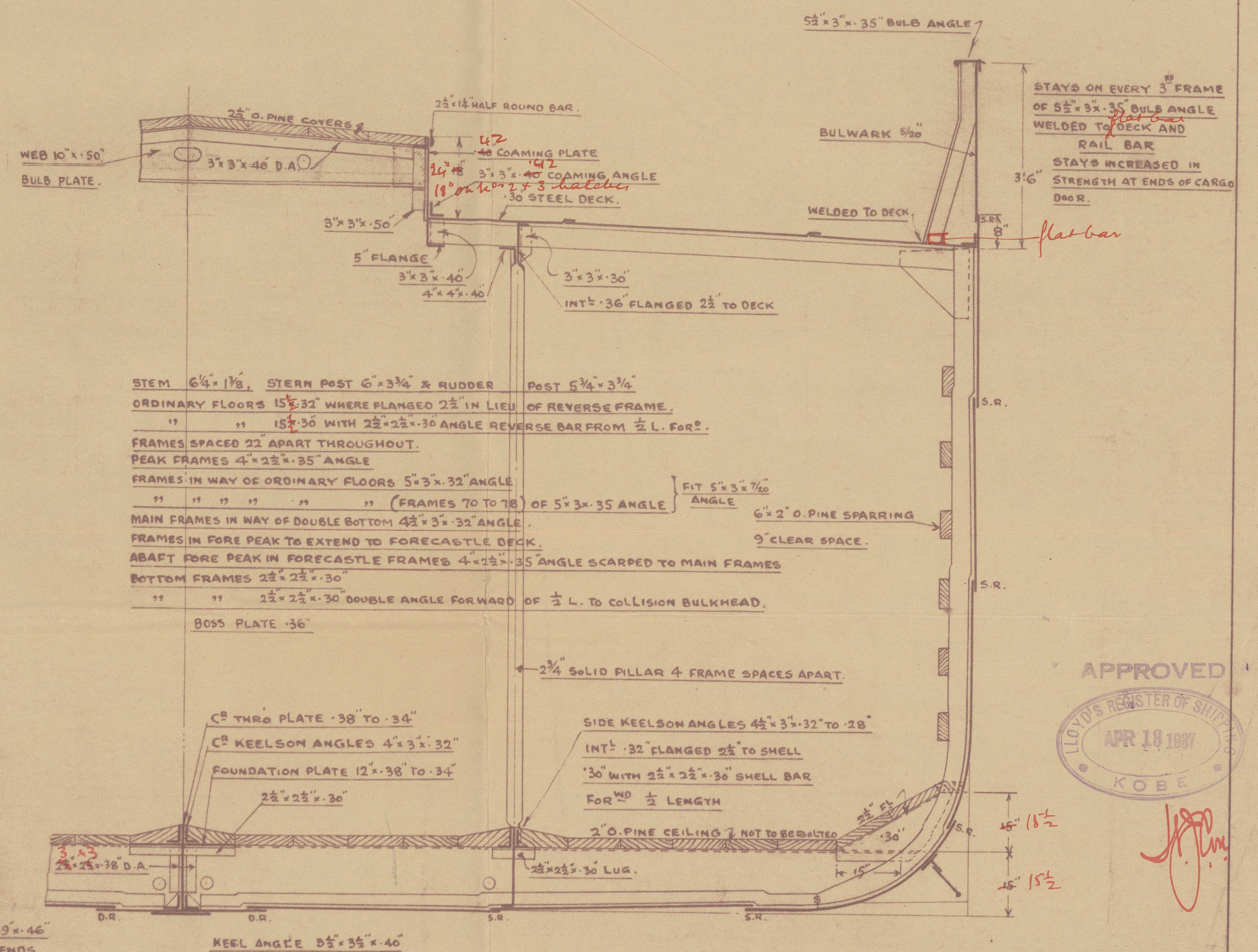
FORWARD OF COLLISION BULKHEAD ONE TIER OF BEAMS ON ALTERNATE FRAME  $5 \times 3 \times 35$ " ANGLE. STRINGER PLATE  $17 \times 26$ " ATTACHED TO SHELL BY SINGLE ANGLE  $5 \times 5 \times 36$ " (2 ROWS OF RIVETS) ABAFT COLLISION BULKHEAD DEEP FRAMES 79 TO 85 OF  $6 \times 3 \times 36$ " BULB ANGLE WITH RIVETS SPACED  $5\frac{1}{2}$ " DIA'S APART C8 TO C9. ONE STRINGER IN LINE WITH STRINGER IN PEAK FROM FRAME 79 TO F.P. BULKHEAD  $30$ " THICK. WITH FACE BAR OF  $5 \times 3 \times 32$ " ANGLE AND ATTACHED TO SHELL BY LUGS  $3 \times 3 \times 36$ "



RIVETING.

END LAPS OF SHEERSTRAKE, STRAKE BELOW AND KEEL PLATE FOR  $\frac{1}{2}$  L. AMIDSHIPS TO BE TREBLE RIVETED.  
END LAPS OF SHEERSTRAKE, STRAKE BELOW AND KEEL PLATE AT ENDS, UPPER DECK STRINGER PLATE ALL FORE & AFT, END LAPS OF SHELL PLATING FROM KEEL TO STRAKE BELOW SHEERSTRAKE ALL FORE AND AFT, BASS PLATE, DECK PLATING FOR  $\frac{1}{2}$  L. AMIDSHIPS, CENTRE THRO PLATE ALL FORE & AFT, CENTRE KEELSON FOUNDATION PLATES ALL FORE & AFT, CENTRE GIRDER, MARGIN PLATE, AND ALL TOP PLATING IN OIL TIGHT DOUBLE BOTTOM, BEAMS OF TOP PLATING IN OIL TIGHT DOUBLE BOTTOM TO BE DOUBLE RIVETED  
END LAPS OF DECK PLATING AT ENDS, AND ALL SEAMS OF DECK PLATING TO BE SINGLE RIVETED.

ATLAS ENGINE 960 B.H.P.  
AT 250 R.P.M.



NOTE:- THE THICKNESS OF THE TWO STRAKES OF SHELL PLATING NEXT THE KEEL IS TO BE  $40$ " FROM  $\frac{1}{2}$  L. FORWARD TO THE POSITION OF THE COLL. BHD.

OWNERS REQUIREMENT 2. PLATES OF SHELL PLATING AT BOW FROM LIGHT W. L. TO HAWSE PIPES TO BE  $50$ " ABOVE RULE THICKNESS. HALF ROUND CHAFING BAR TO BE FITTED AT PLATE LANDING IN WAY OF ANCHOR CABLES.

APPROVED

LLOYD'S REGISTER OF SHIPPING  
APR 18 1907  
KOBÉ

WHAMPOA DOCK CO.  
25/5/07  
146  
KOWLOON & HONG KONG

THE HONG KONG & WHAMPOA DOCK CO. LTD.  
DRAWING NO 307  
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HK 94/10/982  
Muss 202

Plan of Midship Section  
for  
Messrs The Hong Kong & Shanghai  
Dockyard & Shipyard No 782  
Motorship *Swigao*

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