

MIDSHIP SECTION OF SINGLE SCREW STEEL TUG

SCALE 1" = 1 FOOT.

LONGITUDINAL NUMBER, $L \times (B+D) = 2137.5$
TRANSVERSE NUMBER, $B+D = 28.5$

LENGTH O.A. 80'-0", B.P. 75'-0", BEAM M^d 18'-6", DEPTH M^d 10'-0"

TO CLASS AT LLOYD'S 100.A.1.

Tubed B³, P.H. 11.11.11

11.3.12
15.3.12
21.3.12
4.6.12

EQUIPMENT.

- ✓ 2 BOWER ANCHORS OF STOCKLESS PATTERN, EACH 3 $\frac{3}{4}$ CWT.
- ✓ 1 KEDGE " " ORDINARY " 1 $\frac{3}{4}$ CWT. EX STOCK.
- ✓ 60 FATHOMS OF $\frac{3}{4}$ " STUD LINK CHAIN CABLE.
- ✓ 60 " OF 5" HAWSER.
- ✓ 60 " OF 2 $\frac{1}{2}$ " WARP.

RYETING TO BE IN ACCORDANCE WITH THE RULES

STEM 7' x 14" IRON. STEM FRAME 3 $\frac{1}{2}$ " x 24" IRON.

FRAMES, OF BULB ANGLE. 3" x 2 $\frac{1}{2}$ " x $\frac{3}{16}$ " IN ONE LENGTH FROM KEEL TO GUNWALE.

SPACED 20 $\frac{1}{2}$ " APART THROUGHOUT.

FLOORS 10" x 26" AMIDSHIPS, 24" AT ENDS, 30" IN ENGINE ROOM,

36" IN BOILER ROOM. FLANGED ON TOP TO FORM REVERSE BAR.

AN ADDITIONAL REVERSE BAR, 2 $\frac{1}{2}$ " x 2 $\frac{1}{2}$ " x $\frac{5}{16}$ ", TO BE FITTED FROM BILGE

TO BULKHEADS IN MAIN DECK.

MAIN DECK BEAMS 5" x 3" x $\frac{3}{16}$ " ON ALTERNATE FRAMES CAMBERED 5" IN FULL BREADTH.

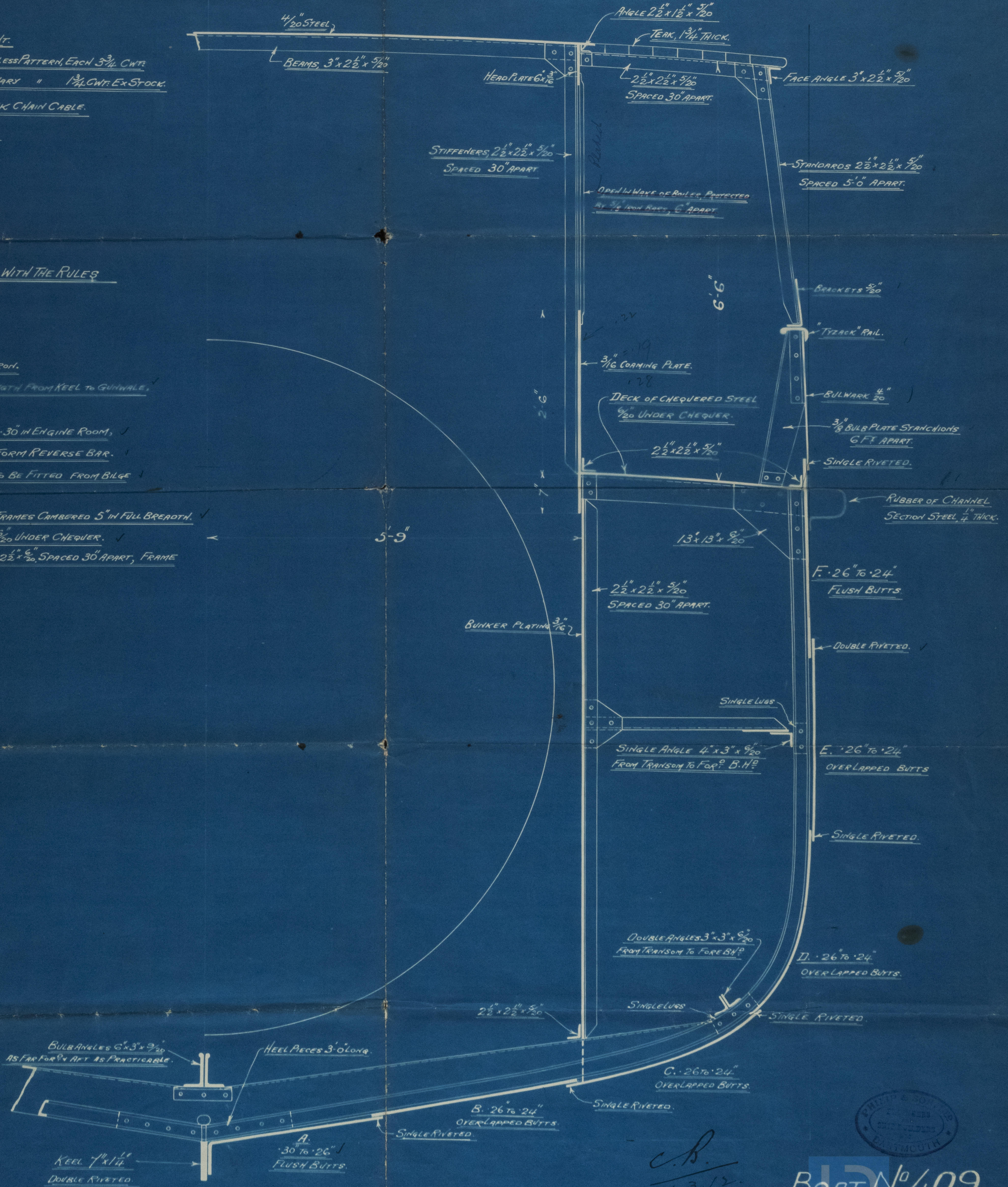
MAIN DECK OF CHEQUERED STEEL THROUGHOUT, $\frac{9}{16}$ " UNDER CHEQUER.

✓ BULKHEADS, PLATING 26" STIFFENERS 3 $\frac{1}{2}$ " x 2 $\frac{1}{2}$ " x $\frac{5}{16}$ " SPACED 30" APART, FRAME

✓ ANGLE 3 $\frac{1}{2}$ " x 3 $\frac{1}{2}$ " x $\frac{5}{16}$ ".

RUDER HEAD 3 $\frac{1}{4}$ " DIA: as per Rule

HOLD PILLARS, 2 $\frac{3}{8}$ " DIA.



C.B.
11.3.12

BOAT No 409.



March 7th 1912

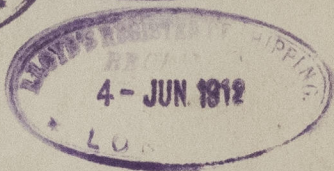
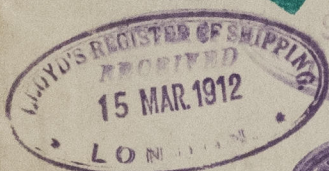
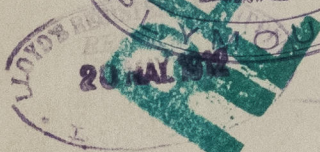
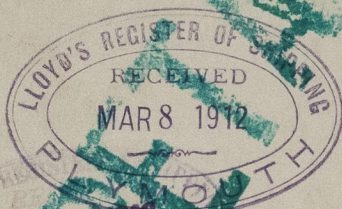
W1373-0180

Midship Section

Steel Screw Tug

No 409

Philip & Son Lim^d
Dartmouth



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Lloyd's Register
Foundation

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