

MIDSHIP SECTION № 450

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

SINGLE DECK, WITH POOP, LONG BRIDGE, & FORECASTLE. CLASS 100 A.1. LLOYDS.

<u>DIMENSIONS.</u>	<u>LENGTH ON LWL.</u>	400'-0"
	<u>BREADTH MLD.</u>	53'-8"
	<u>DEPTH MLD.</u>	29'-0"

NUMERALS.

$L \times D = 400 \times 29 = 11600$

$L \times [3+1] \times 400 \times [53 \frac{1}{2} + 1 \times 29] = 33064$

$\frac{1}{2} \text{ TO UPPER DEK } \frac{400}{29} = 13.79$

$\frac{1}{2} \text{ TO BRIDGE DK. } \frac{400}{27} = 10.31$

"d" = $29 \times 0 = [3 \times L + 1 \times 0] = 24 \times 6$

ERRECTIONS :- $\frac{145 \frac{73}{100}}{200} = 48.81\%$ LENGTH OF SHIP

EQUIPMENT NUMBER $L \times [B+D] = 33064$
 BOB $36'-3" \times 7'-5" \times \frac{1}{2} = 136$
 BRIDGE $123'-9" \times 8' \times \frac{3}{4} = 742$
 PORCHESIDE $35'-3" \times 7'-5" \times \frac{1}{2} = 132$
 HOUSES $\begin{array}{r} 28-0 \\ 60-6 \\ \hline 88-6 \end{array} \times 7'-5" \times \frac{1}{2} = \begin{array}{r} 332 \\ 34406 \end{array} = "Y"$

EQUIPMENT.

2 STOCKLESS ANCHORS 60 CWTs. EACH
1 " " 50½ " .
1 STREAM " [EX STOCK] 16½ "
270 FATHOMS 2 3/16" STUD CABLE.
90 " 1 1/8" CABLE OR 4 3/4" WIRE [6-12]
120 " 4 3/4" WIRE [6-12]
2 @ 90 " 8" HEMP OR 2 3/4" WIRE [6-12]
2 @ 90 " 7" " OR 2 1/2" " [6-12]

STERN & RUDDER FRAMES AS PER SPECIAL PLAN

STEM BAR $9" \times 2\frac{1}{2}"$

BOSS PLATE '68

DOUBLE BOTTOM.

SOLID FLOORS ON EVERY FRAME IN ENGINE ROOM & FORWARD OF $\frac{3}{8}$ LEN. 38" THICK
" " UNDER BOILER BEARERS 48"
" " ON EVERY 2ND FRAME BETWEEN $\frac{1}{2}$ LEN. FWD. & $\frac{3}{8}$ LEN. FWD. 38"
" " " 4TH " ELSEWHERE 38"
BRACKET FLOORS 38" IN HOLDS. 48" IN BOILER SPACE.
FRAMES ON SOLID FLOORS $3\frac{1}{2}$ "- $3\frac{3}{4}$ "-41" DOUBLE FORWARD OF $\frac{1}{2}$ LEN. SINGLE ELSEWHERE.
REK. FRAMES ON FLOORS $3\frac{1}{2}$ "- $3\frac{3}{4}$ "-41" SINGLE IN HOLDS.
" " " $3\frac{1}{2}$ "- $3\frac{3}{4}$ "-41" DOUBLE UNDER ENGINES & THRUST.
" " " $3\frac{1}{2}$ "- $3\frac{3}{4}$ "-51" DOUBLE UNDER BOILER BEARERS.
SIZE GIRDDERS 36" IN HOLDS, 38" IN ENGINE ROOM, 48" IN BOILER SPACE,
" " ANGLES TO SHELL $3\frac{1}{2}$ "- $3\frac{3}{4}$ "-41" SINGLE. double $6\frac{1}{2}$ " to $\frac{3}{8}$ LEN.
" " " TANK TOP $3\frac{1}{2}$ "- $3\frac{3}{4}$ "-41" SINGLE IN HOLDS & ENGINE SPACE, 51" SINGLE IN BOILER ROOM.
" " LUGS TO FLOORS, $3\frac{1}{2}$ "- $3\frac{3}{4}$ "-36" IN HOLDS & ENGINE SPACE, 46" IN BOILER SPACE.
TANK TOP CENTRE RULE $50\frac{1}{2}$ "- $49\frac{1}{2}$ "-40" FITTED $58\frac{1}{2}$ "-49" TO 40" BUTTS TREBLE TO DOUBLE.
" " EATING, 41" TO 36" IN HOLDS, 49" IN ENGINE ROOM, 56" IN BOILER SPACE. BUTTS DOUBLE TO SINGLE.

CARGO BATTENS FITTED
& SPACED AS PER RULE.

F. IN. 81" .59 TO .44
BUTTS TREBLE THROUGHOUT

E. OUT. 81" .59 to .44
BUTTS TREBLE THROUGHOUT

D. IN. 86" x .59 To .46
BUTTS TREBLE THROUGHOUT

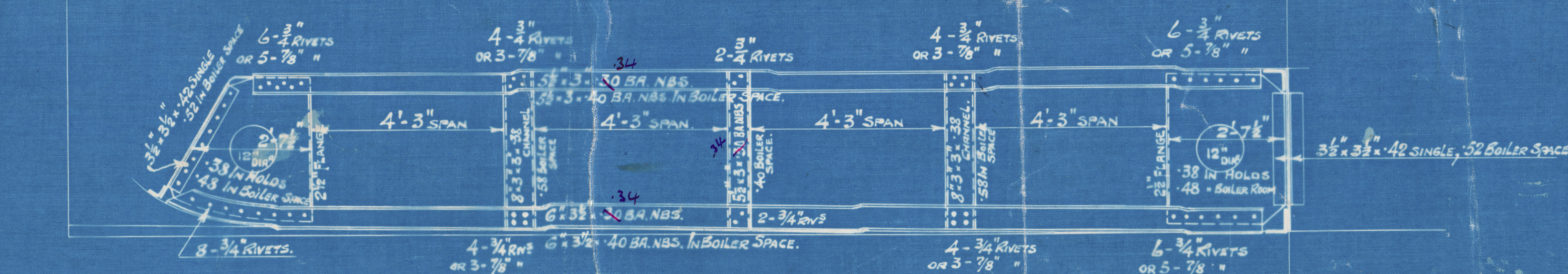
54"-78" Ry. C. OUT 86"x.59"x10.46.
BUTTS TREBLE THROUGHOUT.

B. In & Out 86" 59 to 46
BUTTS TREBLE THROUGHOUT

ALN 86" 59 to 46
BUTTS TREBLE THROUGHOUT

^{"RIVE}
KEEL 66" x .76 to .67
BUTTS QUADRUPLE TO TREBLE

SHELL ON FLAT OF BOTTOM FROM 1/2 L. FWD TO RULE POSITION OF COLLISION BULKHEAD TO BE 65



For
SHORT BROTHERS
SUNDERLAND.

Edgar Woodward
17/9/36

Nº 450. *E*

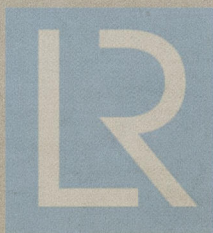
MIDSHIP SECTION.

Biddlestone

SUNDERLAND RPT. NO. 32139

W. Sect. 227.

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