

NUMERALS

Depth 28'-0"  
 Breadth 52'-25"  
 Length 376'  
 48/50  
 56/75  
 24075  
 30174-00 Longitudinal No  
 d = Top of tank at side to top of 2nd Deck Beams 16'-6"  
 Proportions: Depth to Length 376'-28' = 13.43  
 Bridge 74'-37" x 8' x 75' = 446.25  
 Poop 33'-63" x 7' x 75' = 176.54  
 Forecastle 40'-43' x 75' = 213.30  
 Bridge Dk Erections 658' x 75' x 5247  
 1083.09  
 30174 Longitudinal No  
 31257-09 Equipment No  
 S.R.  
 D.R. at Break

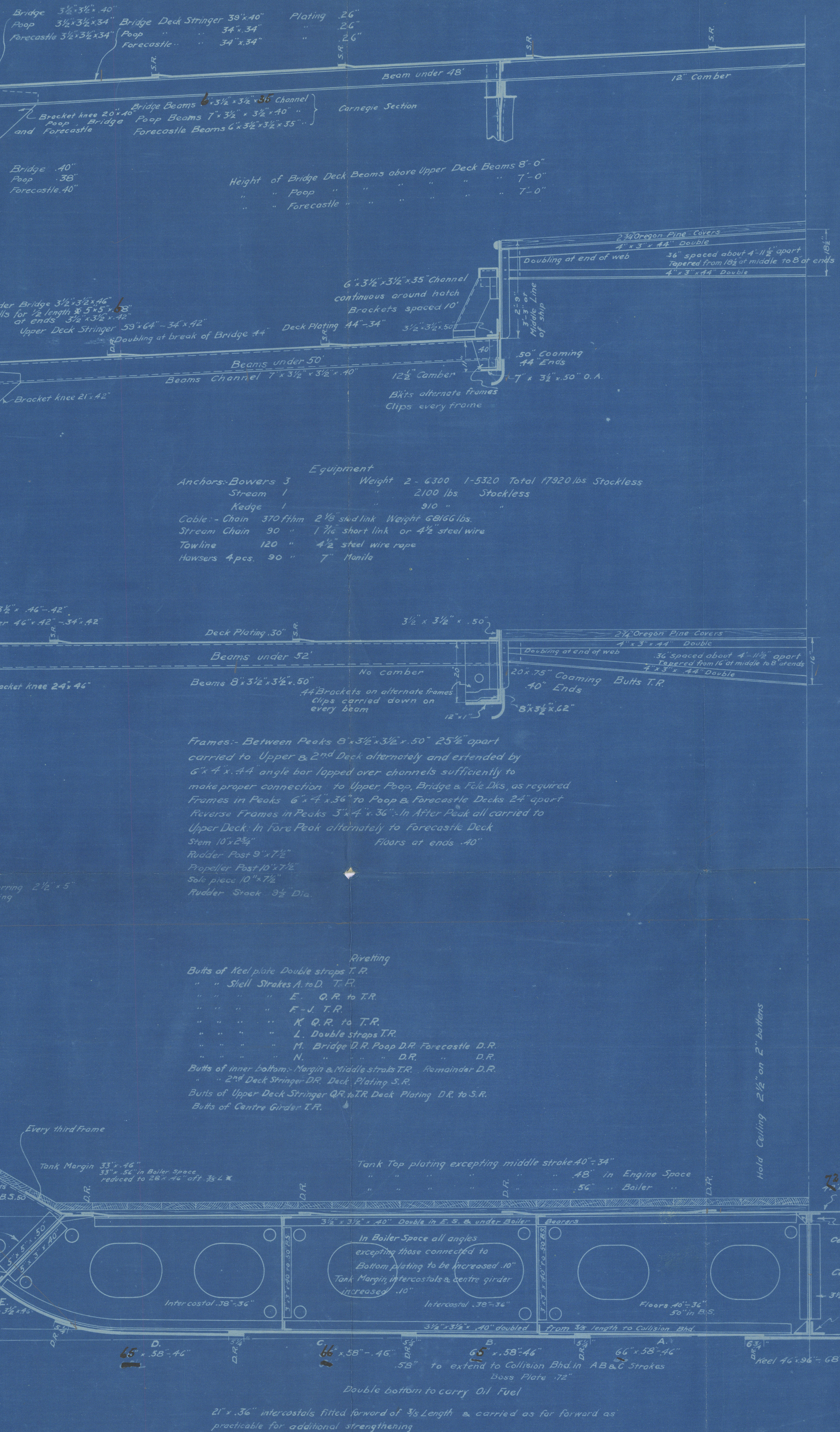
Bridge .40"  
 Poop .38"  
 Forecastle .40"  
 Bulworks .25"

UPPER DECK  
 Sheerstroke 46' x 98' - 44'  
 Doubled at break of Bridge  
 for 20' x 46' x 50'

2nd Deck  
 62' x 64' - 44'

62' x 64' - 44'

From Collision Bhd to After  
 end Engine Room  
 3 1/2' x 3 1/2' x 40' for remainder  
 of Length of double bottom



Equipment  
 Anchors: Bowers 3 Weight 2 - 4300 1-5320 Total 17920 lbs Stockless  
 Stream 1 2100 lbs Stockless  
 Kedg 1 910 "  
 Cable: Chain 370 fthm 2 1/8" stud link Weight 68166 lbs.  
 Stream Chain 90 " 1 1/8" short link or 4 1/2" steel wire  
 Towline 120 " 4 1/2" steel wire rope  
 Hawsers 4 pcs. 90 " 7" Manila

Frames: Between Peaks 8' x 3 1/2' x 3 1/2' x 50' 25' apart  
 carried to Upper & 2nd Deck alternately and extended by  
 6' x 4' x 44' angle bar lapped over channels sufficiently to  
 make proper connection to Upper Poop, Bridge & Fore Dks, as required  
 Frames in Peaks 6' x 4' x 36' to Poop & Forecastle Decks 2' apart  
 Reverse Frames in Peaks 3' x 4' x 36' - In After Peak all carried to  
 Upper Deck: In Fore Peak alternately to Forecastle Deck  
 Stem 10' x 2 1/2"  
 Rudder Post 9' x 7 1/2"  
 Propeller Post 10' x 7 1/2"  
 Sole piece 10' x 7 1/2"  
 Rudder Stock 9 1/2" Dia.

Riveting  
 Butts of Keel plate Double straps T.R.  
 " " Shell Strakes A to D T.R.  
 " " " E, Q, R to T.R.  
 " " " F, J, T.R.  
 " " " K, Q, R to T.R.  
 " " " L, Double straps T.R.  
 " " " M, Bridge D.R. Poop D.R. Forecastle D.R.  
 " " " N, " " " D.R.  
 Butts of inner bottom: Margin & Middle strakes T.R. Remainder D.R.  
 " " 2nd Deck Stringer D.R. Deck Plating S.R.  
 Butts of Upper Deck Stringer Q, R, T.R. Deck Plating D.R. to S.R.  
 Butts of Centre Girder T.R.

Tank Margin 33' x 46'  
 33' x 52' in Boiler Space  
 reduced to 28' x 46' off 3 1/2' L  
 Side Brackets 10' x 36' in B.S.  
 Tank Top plating excepting middle stroke 40' x 34'  
 " " " " 48' in Engine Space  
 " " " " 56' in Boiler  
 In Boiler Space all angles  
 excepting those connected to  
 Bottom plating to be increased .10"  
 Tank Margin intercostals & centre girder  
 increased .10"  
 Intercostal .38' x .36"  
 Intercostal .38' x .36"  
 Floors 40' x 36'  
 50' in B.S.  
 3 1/2' x 3 1/2' x 40' doubled  
 from 30' length to Collision Bhd.  
 66' x 58' - 46'  
 58' to extend to Collision Bhd. in A, B & C Strakes  
 Boss Plate .72"  
 Double bottom to carry Oil Fuel  
 21' x .36" intercostals fitted forward of 3/8 Length & carried as far forward as  
 practicable for additional strengthening

Channels of PHOENIX SECTION  
 except where otherwise noted

DIMENSIONS  
 LENGTH B.P. 376'-0" x 52'-3" x 28'-0" MLD.

HULL # 110 THORNDYKE  
 MOORE & SCOTT IRON WORKS  
 SAN FRANCISCO, CALIFORNIA  
 HULL DEPT.  
 LLOYD'S  
 MIDSHIP SECTION  
 1/19/17  
 5199  
 16197-0182



— S/S "THORDIS" —

Midship Section  
of vessel as built

Moore & Scott Iron Works  
No 110.

Now named "Mount Parnes".

S. Fo. 2476.

X1197-0182



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