

12/12/18

MIDSHIP SECTION.

S. S. N^o 461.

Dimensions as per Rule.

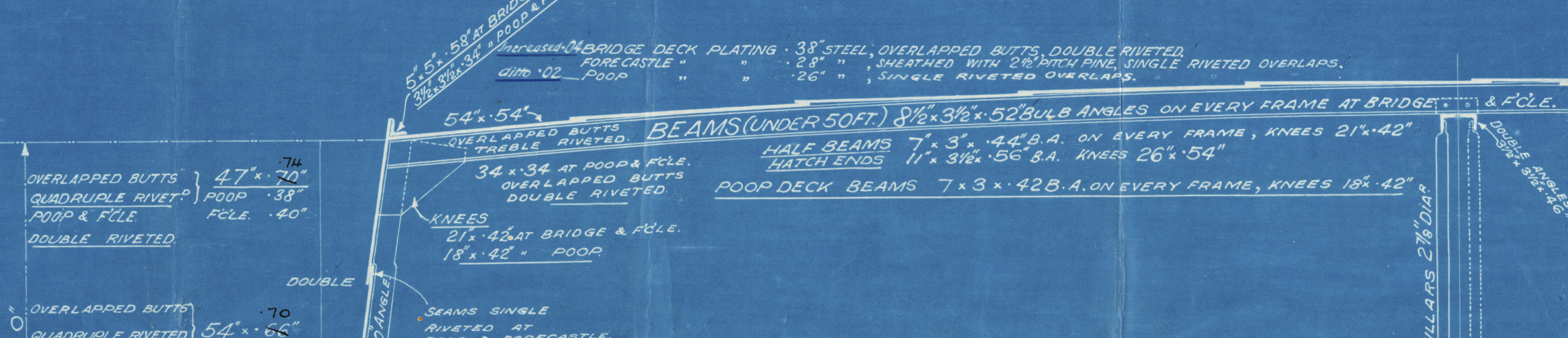
LENGTH, 385' 00"
BREADTH, 53' 29"
DEPTH, 29' 66"

CLASS 100. A.I. ✕.

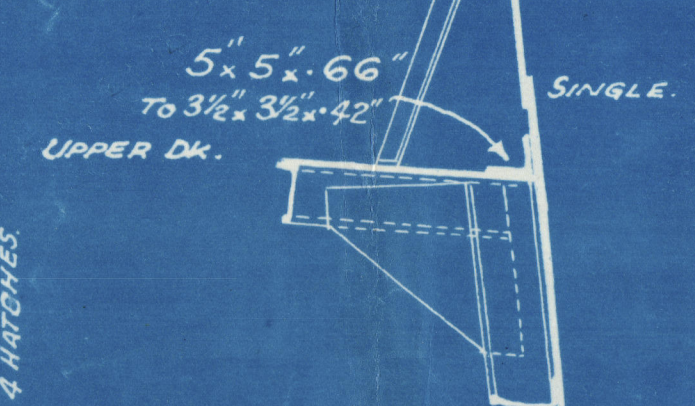
NUMERALS.

53-29 $\frac{1}{2}$ to B.D. = 10-22
29-66 do U.D. = 12-98
82-95 Trans. N^o
385
31935 Longit. N^o
d = 26' 04", but
taken as under
25' 0" on account
of deep Tank Knees

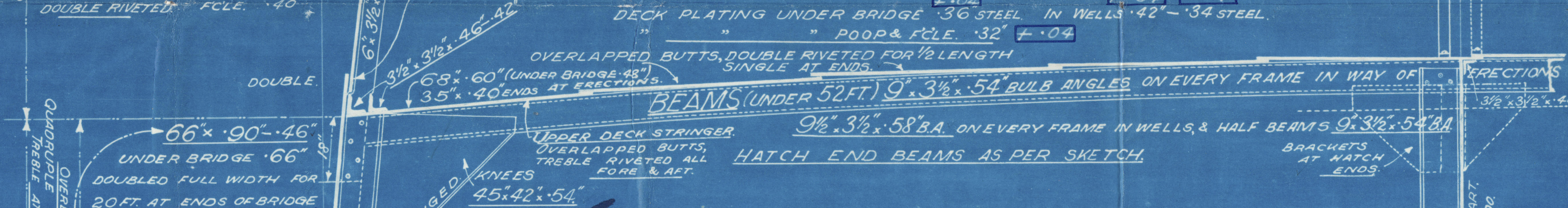
BRIDGE DECK.



SECTION AT BULWARK IN WAY OF WELLS.

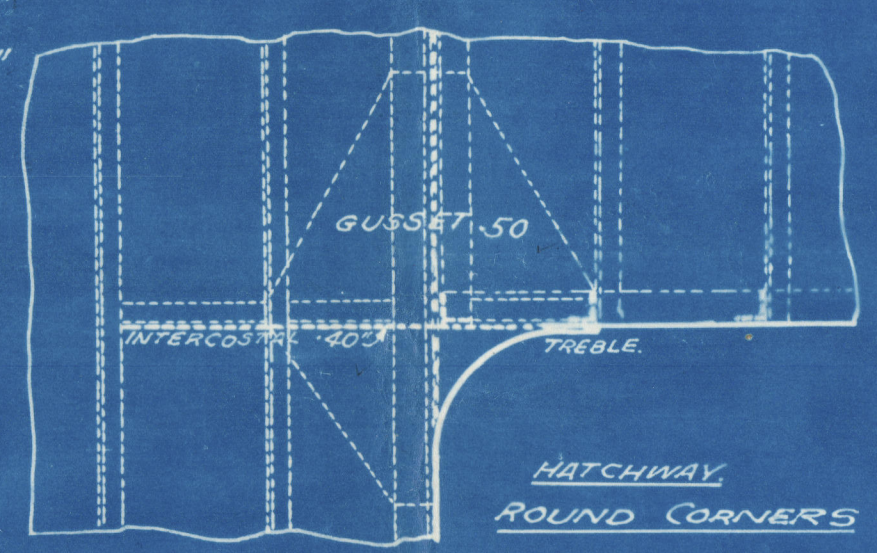


UPPER DECK.



FORGINGS.

STERN FRAME... PROP. POST 10 1/2\" x 7 1/2\"
RUD. \" \" 9\" x 7 1/2\"
STEM BAR... 10 1/2\" x 2 3/4\"
RUDDER FRAME AS PER TABLES
N^{os} 22, 23 & 24.



EQUIPMENT N^o 33404.

ANCHORS & CHAINS.

3 BOWER ANCHORS (STOCKLESS) 60 CWTs. COLL. WTS. 170 1/2 CWTs.
1 STREAM \" \" 16 1/2 \" EX. STOCK
1 KEDGE \" \" 7 \"
210 FMS. STUD LINK CABLE CHAIN 2 3/8\" DIA.
90 \" STREAM STEEL WIRE 4 3/8\"
120 \" TOWLINE \" 4 3/4\"
Revised for 100 ft. per Rule.

FRAMES.

BETWEEN END BULKHEADS 12\" x 3 1/2\" x 68\" BULB ANGLES, SPACED 28\" APART CENTRES; TO EXTEND TO UPPER DECK ON EVERY FRAME & HAVING ANGLE BARS 6\" x 3 1/2\" x 40\" SCARPHED 18\" ONTO EVERY BULB ANGLE FRAME & CONTINUED UP TO POOP, BRIDGE, & FORECASTLE. IN PEAKS, SPACED 26\" APART CENTRES. FRAMES 6\" x 3 1/2\" x 40\" & REVERSE FRAMES 4\" x 3 1/2\" x 40\" FORMING 7 GIRDERS; REVERSE FRAMES TO EXTEND TO UPPER DECK ON EVERY FRAME IN WAY OF AFTER PEAK & TO FORECASTLE DECK & UPPER DECK ALTERNATELY IN WAY OF FORECASTLE. DOUBLE REVERSE FRAMES ACROSS TOPS OF FLOORS UNDER ENGINES & BOILER BEARERS. BOTTOM FRAMES BETWEEN COLLISION BULKHEAD FWD. & 1/2 LEN. TO BE DOUBLED.

FLOORS.

42\" - 38\" ON EVERY FRAME FORE & AFT.
46\" UNDER ENGINES. \" \" *Increased .04*
50\" IN BOILER SPACE \" \" *ditto .10*

SHAFT TUNNEL.

SIDE PLATES 3/8\" THICK, TOP PLATING 3/8\" UNDER HATCHWAYS. 46\" THICK IN LIEU OF WOOD SHEATHING. TUNNEL RINGS 6\" x 3\" x 38\" ANGLES, SPACED 36\" APART CONNECTED TO TANK TOP PLATING BY LUGS. BASE ANGLES 3 1/2\" x 3 1/2\" x 46\" RECESS STIFFENERS SPACED 28\" APART.

INNER BOTTOM.

CENTRE STRAKE... 43\" x 52\" x 42\" B.S. 5/8\" OVERLAPPED BUTTS, *Increased .05 in ES. & 10 in B. Space.*
TREBLE RIVETED FOR 1/2 LENGTH, DOUBLE AT ENDS
HOLDS... 42\" - 38\" OVERLAPPED BUTTS, DOUBLE RIVETED FOR 1/2 LEN.
SINGLE AT ENDS.
ENGINE SPACE 50\" OVERLAPPED BUTTS, DOUBLE RIVTD. *Increased .05*
BOILER \" 58\" \" \" \" *Increased .10*
ANGLE BARS IN BOILER SPACE 10\" THICKER, EXCEPT THOSE ON SHELL PLATING

NOTE:

Items in blue represent additions required per Owner's specification.

JOHN READHEAD & SONS, L^{td}.
SHIPBUILDERS & S.
SOUTH SHIELDS.

PROPELLER BOSS PLATE 72\"
SHELL PLATING: Four STRAKES IN DOUBLE BOTTOM REDUCED IN THICKNESS AS PER RULE.
NOTE: FORWARD OF 3/8 LENGTH RIVETS IN PLATING & FRAMING AT BOTTOM NOT TO EXCEED 5 1/2 DIAS. APART.

NOTE: IN ADDITION TO ABOVE, FOUR STRAKES OF SHELL PLATING TO BE INCREASED .04 IN THICKNESS, FROM 3/8 LENGTH FORWARD TO ABAFT COLLISION BHD IN VIEW OF FRAME SPACING BEING 28\"

THESE 3 STRAKES TO MAINTAIN THEIR MIDSHIP THICKNESS FORWARD TO COLLISION BULKHEAD
OVERLAPPED BUTTS
QUADRUPLE RIVETED FOR 1/2 LENGTH.
TREBLE \" \" AT ENDS.

Messrs John Readhead & Sons

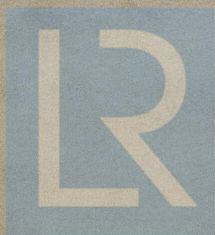
N^o 461

Moldrup Section

S.S. "HOMECLIFFE"
NEWCASTLE ON TYNE.

Report No. 73377.

W 205- 0082.



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Foundation