

## NUMERALS.

$$L = 420'0", B = 56'5", D = 36'0"$$

$$1^{st} \text{ LONG. NUMERAL} = L \times D$$

$$= 420 \times 36 = 15120$$

$$2^{nd} \text{ LONG. NUMERAL} = L(B+D)$$

$$= 420(56.5+36) = 38850$$

## PROPORTIONS.

$$\frac{L}{D} = 420 \div (28 + 8.75) = 11.4$$

## EQUIPMENT NUMERAL

$$L(B+D) = 420(56.5+36.75) = 39165$$

$$\text{Forecastle } 37 \times 7 \times 7.5 = 194.25$$

$$\text{Saloon House } 26.5 \times 7.5 \times 5 = 99.37$$

$$\text{Casings } 5 \times 7.75 \times 5 = 194.25$$

$$39762.74$$

$$39753.62$$

## SHEERSTRAKE. Rule 51.69

Propose 72" x 68 for  $\frac{1}{2}L$  to 46 at ends

Butts overlapped + Quad. rivetted for  $\frac{1}{2}L$  to treble at ends.

## STRAKE BELOW Rule 51.65

Propose 72" x 65 for  $\frac{1}{2}L$  to 46 at ends

Butts overlapped + Quad. rivetted for  $\frac{1}{2}L$  to treble at ends.

## FRAME SPACING

Rule 31. Propose 32" from after peak

to 129 frame, + 27" to Collision Bhd

24 spacing in Peaks

## FORGINGS.

Stem 10" x 2 $\frac{1}{2}$ " Rolled Steel

Stern frame plan to be submitted.

Rudder Plan " " "

SIDE SHELL from Upper turn of bilge to strake below sheerstrake 60 for  $\frac{1}{2}L$  to 46 at ends. Butts overlapped + treble rivetted throughout.

Side plating in way of Panting area increased as per Profile.

Plates connected to stern frame 60.

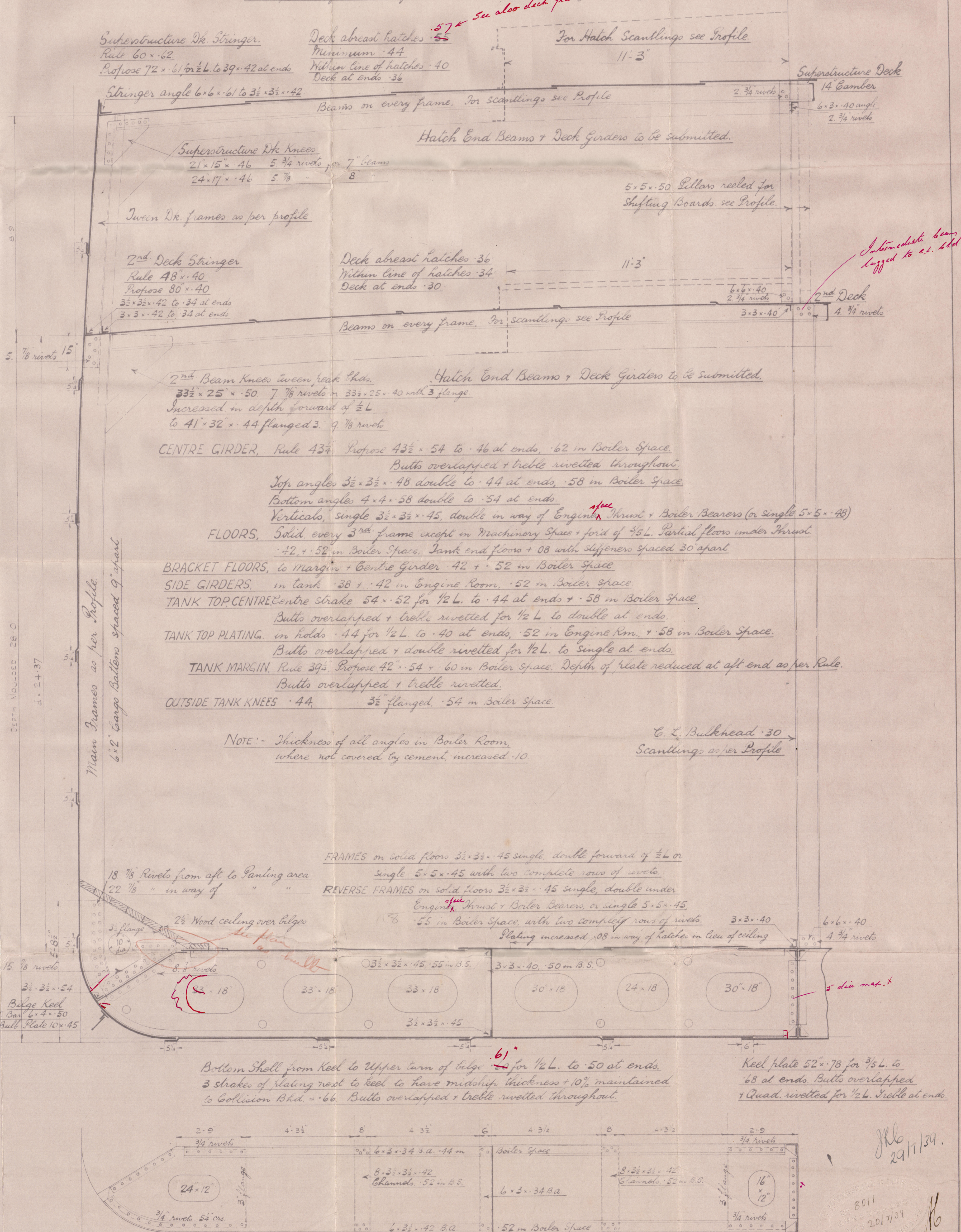
Box plates 70

# No. 243. MIDSHIP SECTION.

## COMPLETE SUPERSTRUCTURE SCREW STEAMER.

Length B.P. 420'0" x 56'6" Breadth Mld x 28'0" Depth Mld.

To Class 100.A.I. with freeboard corresponding to a draught not exceeding that contemplated by the Rules for S.S. vessels with Longage Opening.



| TANK SIDE RIVETTING                             |                      |                              |                      |
|---|----------------------|------------------------------|----------------------|
| Position  | Plt. conn. to margin | Gusset                       | Plt. conn. to margin |
| From aft to 10% abaft Bulkhead                  | Single               | 3 1/2 x 3 1/2 x 4 1/2        | Single               |
| Rule position of Collision Bulkhead             | 6 x 6 x 4 1/2        | 6 7/8 riv. 6 x 3 1/2 x 4 1/2 | 15 7/8 riv.          |
| From 10% abaft Collision Bhd. to Collision Bhd. | Double               | 6 x 5 x 5 1/2                | Double               |
|   | 5 x 5 x 4 1/2        | 8 7/8 riv. 5 x 5 x 4 1/2     | 8 7/8 riv.           |
|   | 22 7/8 riv.          |                              | 22                   |

| Equipment (letter at)                     |                       |
|---|-----------------------|
| 1 <sup>st</sup> Bow Stockless Anchor      | 68 cwt. Collective    |
| 2 <sup>nd</sup> " " "                     | 68 " Weight           |
| 3 <sup>rd</sup> " " "                     | 58 1/2 " 194 1/2 cwt. |
| 270 fathoms 2 3/4" Stud Chain Cable       |                       |
| 90 " 1 3/4" Stream Chain or 5" Steel Wire |                       |
| 120 " 4 3/4" 6.24 F.S.W. Towline          |                       |
| 2 @ 90 " 8" Hemp 2 3/4" F.S.W. Hawser     |                       |
| 2 @ 90 " 7" 2 1/2" Warps                  |                       |
| Stream Anchor                             | 19 cwt. + stock       |

## INTERMEDIATE BRACKET FLOOR.



Wm. Pipersgill & Sons'

No. 243.

Madship Section

---

"Stamord".

UNDERLAND REG. NO. 32948.

(3)

~~15~~

~~170~~

2019



Lloyd's Register  
Foundation

W262-0104