

SUNDERLAND

MIDSHIP SECTION

SS No 277
(A.S. BUILT)

SIR J. PRIESTMAN'S

Francis Massey

SUNDERLAND C.T. NO. 29514

RETAIN



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Lloyd's Register

W395 0060 Foundation

MIDSHIP SECTION N° 277.

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

Looby
Shayle Register
8/12/26

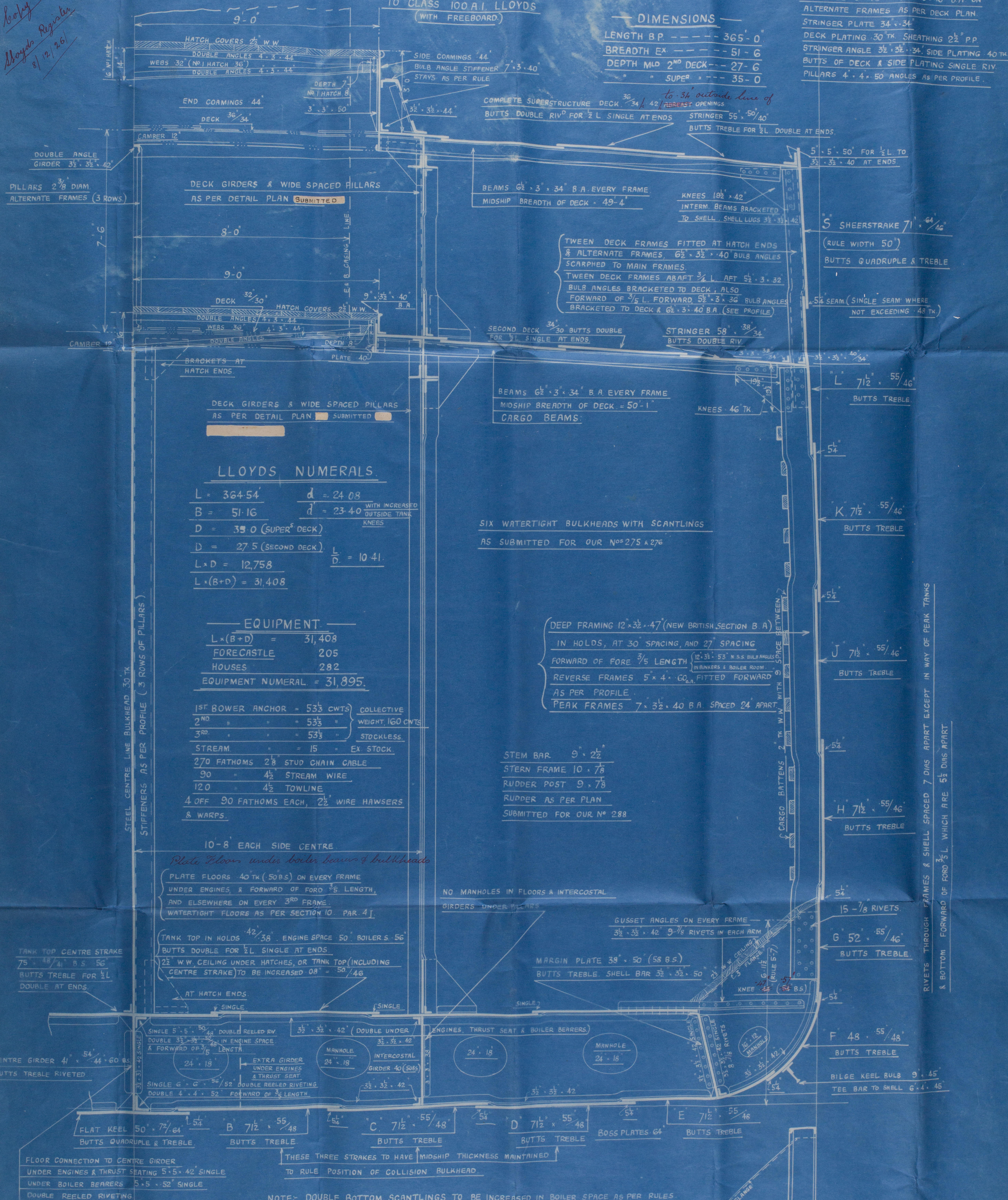
TO CLASS 100 A1 LLOYDS
(WITH FREEBOARD)

DIMENSIONS

LENGTH B.P. --- 365'-0"
BREADTH EX --- 51'-6"
DEPTH MLD 2ND DECK --- 27'-6"
" " SUPER --- 35'-0"

FORECASTLE SCANTLINGS

BEAMS $8\frac{1}{2} \times 3 \times 48$ B.A. & $8 \times 3 \times 40$ B.A. ON
ALTERNATE FRAMES AS PER DECK PLAN
STRINGER PLATE 34×34
DECK PLATING 30 TH SHEATHING $2\frac{1}{2}$ P.P.
STRINGER ANGLE $3\frac{1}{2} \times 5\frac{1}{2} \times 34$ SIDE PLATING 40 TH
BUTTS OF DECK & SIDE PLATING SINGLE RIV.
PILLARS $4 \times 4 \times 50$ ANGLES AS PER PROFILE.



LLOYDS NUMERALS

$L = 364.54$ $d = 24.08$
 $B = 51.16$ $d = 23.40$ WITH INCREASED
OUTSIDE TANK KNEES
 $D = 35.0$ (SUPER^S DECK)
 $D = 27.5$ (SECOND DECK) $\frac{L}{D} = 10.41$
 $L \times D = 12,758$
 $L \times (B+D) = 31,408$

EQUIPMENT

$L \times (B+D) = 31,408$
FORECASTLE 205
HOUSES 282
EQUIPMENT NUMERAL = 31,895.

1ST BOWER ANCHOR = 533 CWTs COLLECTIVE
2ND " " = 533 " WEIGHT, 160 CWTs
3RD " " = 533 " STOCKLESS.
STREAM " = 15 " EX. STOCK
270 FATHOMS $2\frac{1}{8}$ STUD CHAIN CABLE
90 " $4\frac{1}{2}$ STREAM WIRE
120 " $4\frac{1}{2}$ TOWLINE
4 OFF 90 FATHOMS EACH, $2\frac{1}{2}$ WIRE HAWSERS
& WARPS.

10'-8" EACH SIDE CENTRE

Plate floors under boiler beams & bulkheads
PLATE FLOORS 40 TH (50 B.S.) ON EVERY FRAME
UNDER ENGINES & FORWARD OF FORD $\frac{3}{5}$ LENGTH,
AND ELSEWHERE ON EVERY 3^{RD} FRAME.
WATERTIGHT FLOORS AS PER SECTION 10. PAR. 4 J.

TANK TOP IN HOLDS 42×38 ENGINE SPACE 50 BOILERS 56
BUTTS DOUBLE FOR $\frac{1}{2}$ L. SINGLE AT ENDS.
25 W.W. CEILING UNDER HATCHES, OR TANK TOP (INCLUDING
CENTRE STRAKE) TO BE INCREASED 08 = $50/46$
AT HATCH ENDS.

NO MANHOLES IN FLOORS & INTERCOSTAL
GIRDERS UNDER PILLARS

GUSSET ANGLES ON EVERY FRAME
 $3\frac{1}{2} \times 3\frac{1}{2} \times 42$ 9×8 RIVETS IN EACH ARM

MARGIN PLATE 38×50 (58 B.S.)
BUTTS TREBLE. SHELL BAR $3\frac{1}{2} \times 3\frac{1}{2} \times 50$

15 - $7\frac{1}{8}$ RIVETS.

G $52 \times 55/46$
BUTTS TREBLE.

F $48 \times 55/48$
BUTTS TREBLE.

BILGE KEEL BULB 9×45
TEE BAR TO SHELL $6 \times 4 \times 45$

RIVETS THROUGH FRAMES & SHELL SPACED 7 DIAS APART EXCEPT IN WAY OF PEAK TANKS
& BOTTOM FORWARD OF FORD $\frac{3}{5}$ L. WHICH ARE $5\frac{1}{2}$ DIAS APART

SIR JOHN PRIESTMAN & COY
SHIPBUILDERS.
SUNDERLAND.

W395-0060