

22.12.09  
4.1.10

# S. S. N° 473.

AMENDED.

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

DEC. 17/09.

FORGINGS:-  
PROPELLER POST  $10 \times 7\frac{1}{2}$   
RUDDER POST  $9 \times 7\frac{1}{2}$   
STEM BARS  $10 \times 2\frac{1}{4}$

RUDDER:-  
SPEED UNDER 10 KNOTS  
A D = UNDER 390  
RUDDER HEAD  $8\frac{1}{2}$  DIA.  
NEEL  $6\frac{1}{2}$   
PINTLES  $4\frac{1}{2}$   
PLATE 1.04

BRIDGE SIDES  $6\frac{1}{2}$   
QUAD. RIV. OVERLAP BUTTS.  
POOPSIDES  $3\frac{1}{2}$   
F.C.L.  $4\frac{1}{2}$   
DOUBLE RIV.  
OVERLAP BUTTS.

SHEERSTRAKE  $6\frac{1}{2}$  IN WAY OF BRIDGE  
TREBLE RIV. OVERLAP BUTTS  
CLEAR OF BRIDGE  $8\frac{1}{2}$  FOR  $\frac{1}{2}$  LENGTH  
WITH DOUBLE BUTTSTRAPS TREBLE RIV.  
TO  $4\frac{1}{2}$  AT ENDS, TREBLE RIV. OVERLAP BUTTS.  
SHEERSTRAKE DOUBLED FOR ABOUT 20.0  
AT ENDS OF BRIDGE.

STRAKE BELOW SHEERSTRAKE  
 $6\frac{1}{2}$  IN WAY OF BRIDGE TREBLE RIV. BUTTS.  
CLEAR OF BRIDGE  $8\frac{1}{2}$  FOR  $\frac{1}{2}$  LENGTH  
QUAD. RIV. OVERLAP BUTTS.  
TO  $4\frac{1}{2}$  AT ENDS TREBLE RIV. OVERLAP BUTTS.

SMALL CURTING FROM UPPER TURN OF BILGE  
=  $6\frac{1}{2}$  TO  $4\frac{1}{2}$ , 2 WIDENED  $6\frac{1}{2}$  TO  $4\frac{1}{2}$   
BUTTS OVERLAPPED & TREBLE RIVETTED  
QUAD. WHERE OVER RULE LIMITS FOR  $\frac{1}{2}$  LENGTH.  
DEPTH MOLDED 28.9  
d = 17.22

BULGE KEEL T. BAR  $6 \times 4 \times 4\frac{1}{4}$   
BULBS  $9 \times 4\frac{1}{4}$

BUSS PLATING  $7\frac{1}{2}$   
QUAD. RIV. OVERLAP BUTT.

LENGTH B.P. = 373.8  
BREADTH EXT. = 51.6  
M.L.D. = 51.2  
DEPTH M.L.D. = 28.9

DEPTHS TO LENGTH UPPER DK. = 12.99  
" " " BRIDGE DK. = 10.45

BRIDGE STRINGER  $5\frac{1}{2} \times 5\frac{1}{4}$  TREBLE RIV. OVERLAP BUTTS.  
POOP & F.C.L.  $3\frac{1}{2} \times 3\frac{1}{2}$  DOUBLE

BRIDGE STR. ANGLE  $4\frac{1}{2} \times 4\frac{1}{2} \times 5\frac{1}{2}$   
POOP & F.C.L.  $3\frac{1}{2} \times 3\frac{1}{2} \times 3\frac{1}{4}$

POOP DECK  $3\frac{1}{2}$  STEEL, SINGLE RIV. OVERLAP BUTTS.  
BRIDGE  $4\frac{1}{2}$  STEEL DOUBLE  
FORECLE  $3\frac{1}{2}$  STEEL, SHEATHED WITH WOOD.

DECK INCREASED AT OPENING  
AS PER DECK PLAN.

MAIN HATCH SIDES  $4\frac{1}{2}$  INDR.  $4\frac{1}{2}$   
CORNING ANGLE  $3\frac{1}{2} \times 3\frac{1}{2} \times 4\frac{1}{4}$   
R. S.  $3\frac{1}{2} \times 3\frac{1}{2} \times 3\frac{1}{2}$   
ENDSIDE CORNING  $3\frac{1}{2}$

NUMERALS:-  
BREADTH M.L.D. 51.16  
DEPTH M.L.D. 28.75  
LENGTH 373.66  
29859 = LONGITUDE N°

POOP 25.12  $\times 7.5 \times 7.5$  141.30  
BRIDGE 159.37  $\times 1.0 \times 7.5$  836.692  
FORECLE 38.29  $\times 7.0 \times 7.5$  201.02  
CARGING 68  $\times 7.0 \times 5$  238

LONGITUDE 17.40  $\times 7.5 \times 5$  73.125  
31344.137 EQUIPMENT N°

6  $\times 3 \times 5\frac{1}{2}$  ANGLE UNDER BEAMS  
CONNECTED TO  $6 \times 3\frac{1}{2} \times 4\frac{1}{2}$   
LUGS ON BEAMS, WITH 2 RIVETS  
IN EACH FLANGE.  
CENTRE ROW PILLARS IN BRIDGE  
KEELED FOR SHIFTING BOARDS  
2  $\frac{1}{8}$  DIA. OR SINGLE CHANNEL  $7 \times 3\frac{1}{2} \times 3\frac{1}{2}$   
IRON OF PILLARS IN POOP, REELED  
FOR SHIFTING BOARDS 2  $\frac{1}{8}$  DIA. OR  
SINGLE CHANNEL  $7 \times 3\frac{1}{2} \times 3\frac{1}{2} \times 4\frac{1}{2}$ .

UPPER DK. IN ERECTIONS  $3\frac{1}{2}$  TO  $3\frac{1}{2}$  STEEL  
HOLDS  $4\frac{1}{2}$  TO  $3\frac{1}{2}$  STEEL  
DOUBLE RIV. OVERLAP BUTTS FOR  $3\frac{1}{2}$  LTH  
SINGLE AT ENDS.  
INCREASED AT OPENING AS PER DECK PLAN.

TWEEN DK. LONGITUDINAL BULKHEAD  
 $3\frac{1}{2}$  STEEL  
 $5\frac{1}{2} \times 3 \times 4\frac{1}{2}$  ANGLE STIFFERS  $4 \times 3$  APART  
RIVETTED AT UPPER END TO DK. BEAMS.

FRAMES:-  
SPACED 25" APART BETWEEN PEAKS  
BULBANGLES  $9\frac{1}{2} \times 3\frac{1}{2} \times 3\frac{1}{2}$  OR  $9 \times 3\frac{1}{2} \times 3\frac{1}{2}$   
FRAMES IN PEAKS  $9 \times 3\frac{1}{2} \times 3\frac{1}{2}$  IN WAY OF  
MAIN HATCH & R. S.  
SPACED 24" APART  
ANGLES  $6 \times 3\frac{1}{2} \times 3\frac{1}{2}$  6 SIDES  
REVERSE  $3 \times 3\frac{1}{2} \times 3\frac{1}{2}$  ATTACHED TO R. S.  
OR BULB ANGLES  $7 \times 3\frac{1}{2} \times 4\frac{1}{2}$ .

LONGITUDINAL BULKHEAD IN HOLDS  
 $3\frac{1}{2}$  STEEL  
 $8\frac{1}{2} \times 3\frac{1}{2} \times 5\frac{1}{2}$  BULB ANG. STIFFERS  $4 \times 3$  APART  
RIVETTED AT UPPER END TO DECK BEAMS  
& CONNECTED TO TANK TOP BY  
DOUBLE RIV. LUGS,  $6 \times 6 \times 4\frac{1}{2}$   
KNEES ON STIFFERS AT HATCH ENDS ONLY.

STIFFERS IN FORWARD HOLDS:-  
18 to 20  $8\frac{1}{2} \times 3\frac{1}{2} \times 3\frac{1}{2}$  B.A.  
20 to 22  $7 \times 3\frac{1}{2} \times 3\frac{1}{2}$   
22 to 24  $10 \times 3\frac{1}{2} \times 6\frac{1}{2}$   
STIFFERS IN AFTER HOLDS  
IN WAY OF TUNNEL:-  
8 to 10  $5\frac{1}{2} \times 3 \times 4\frac{1}{2}$  B.A.  
10 to 12  $6 \times 3 \times 4\frac{1}{2}$   
12 to 14  $6 \times 3 \times 4\frac{1}{2}$

TANK TOP CENTRE STRAKE:-  
 $4\frac{1}{2} \times 5\frac{1}{2}$  TO  $4\frac{1}{2}$  IN HOLDS.  
 $5\frac{1}{2}$  IRON IN ENGINE SPACE.  
 $5\frac{1}{2}$  " BULGER  
TREBLE RIV. OVERLAP BUTTS.

CENTRE KEEL SON:-  
 $4\frac{1}{2} \times 5\frac{1}{2}$  TO  $4\frac{1}{2}$ ,  
 $6\frac{1}{2}$  IRON IN BOILER SPACE.  
TREBLE RIV. OVERLAP BUTTS.  
C.K. TOP BARS  $3\frac{1}{2} \times 3\frac{1}{2} \times 5\frac{1}{2}$  TO  $4\frac{1}{2}$  60 IN  
" BOTTOM  $4\frac{1}{2} \times 4\frac{1}{2} \times 6\frac{1}{2}$  TO  $5\frac{1}{2}$   
C.K. VERTICAL CONNECTIONS  
 $3\frac{1}{2} \times 3\frac{1}{2} \times 4\frac{1}{2}$  TO  $3\frac{1}{2}$ , 30 IN B.S. IRON  
DOUBLE ANGLES FOR  $\frac{1}{2}$  LENGTH.  
OR SINGLE  $3 \times 3 \times 3\frac{1}{2}$  WITH 13 RIVETS  
IN EACH FLANGE

KEEL PLATE  $4\frac{1}{2} \times 9\frac{1}{2}$  FOR  $\frac{1}{2}$  LTH.  
 $6\frac{1}{2}$  AT ENDS.  
DOUBLE BUTTSTRAPS TREBLE RIV. FOR  $\frac{1}{2}$  LTH.  
QUAD. RIV. OVERLAP BUTTS TO  $\frac{1}{2}$  LTH.  
TREBLE " " AT ENDS.

C.F.  
22/12/09



J L Thompson & Son

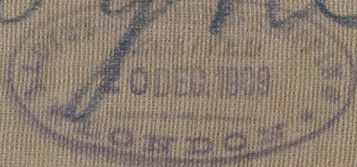
No 473

Amended Section

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Ed Rpt 24561

RETURN



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Foundation

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