

No. 1594 Ship.

Preliminary Freeboard Particulars.

Length P.P. (after side of stern post to fore side of stem on 27'4" W.L.)	=	464'2 $\frac{1}{2}$ "
Breadth moulded.	=	61'9"
Depth moulded to upper deck at side amidships	=	34'0 $\frac{1}{2}$ "
Sheer aft 3'2"	Sheer forward	9'5"
" 1/6th L aft. 1'9 $\frac{7}{8}$ "	" 1/6th L ford. 4'2 $\frac{1}{8}$ "	
" 1/3rd L " 6"	" 1/3rd L " 1'0 $\frac{1}{4}$ "	
Lowest point of sheer is at amidships.		
See sheer diagrams.		
Sheers are measured on the upper deck above the depth moulded at amidships.		
Camber on upper deck ($\frac{1}{2}$ width = 30'6 $\frac{5}{8}$ ")	=	15"
85% of depth moulded.	=	28'11 $\frac{1}{8}$ " T.K.
Moulded displacement including 11 tons cruiser stern at 28'11 $\frac{1}{8}$ " T.K. 29'1 $\frac{1}{8}$ " B.K. }	=	18198 tons.
Overshell displacement (including 7 tons cruiser stern) at 28'0" B.K.	=	17531 "
Overshell displacement (including 5 tons cruiser stern) at 27'0" B.K.	=	16832 "
Moulded tons per inch including cruiser stern at 28'0" B.K.	=	58.29 "
Moulded tons per inch including cruiser stern at 27'0" B.K.	=	57.87 "
Depth of keel.	=	2"

Dimensions :-

Peep 103'0" x 8'7" at T.
8'0" at fore end.

Closed at fore end by steel bulkhead having steel doors P. & S.

" Overhang ford. = 3'6".

Bridge 36'0" x 8'0".

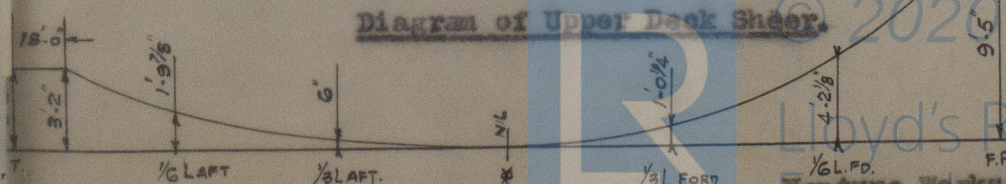
" Overhang aft = 3'0".

" " ford = 3'6".

Closed at aft end by steel bulkhead having channel and board openings (port & centre) also with hook bolted plates. A W.T. door is fitted on star-board side. Closed at fore end by steel bulkhead having a W.T. door.

Forecastle 63'11 $\frac{1}{2}$ " x 8'0".

See sketch.



W560-0161

Neptune Works, Walker,
Newcastle-on-Tyne, E.
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