

Midship Section

S.S. 705 486 + 488

Dimensions 34'5" x 49'9" or x 49'4" mld x 28'5" mld to Spar Deck

No. 100 A.I. at Lloyd's Spar Deck Rule

Scale 1" = one foot

20.2.02
20.5.02

mmv
11/10/02

Plage 202 ft

Steel Deck 1/20. Wood deck in way of House 5'3"

Stringer 40 x 70 flanged to deck
Butts lapped 12 R

Pillars 4'-0" apart
2 1/2" dia on 7' Beams
2 1/4" dia on 9' Beams

Forecastle 36'-0"
Beams Butt 8' x 70 Angles 3' x 3' x 70
Stringer 30 x 70 flange 3' x 70
In place 12' x 70 Wood deck 8' x 70

Poole 20'-0"
Beams Under 6' x 70 on 7' Beams
Stringer 30 x 70 flange 3' x 70
Deck 70' steel

Alternate 1/20
to Bridge on way
longer due to house

7'0" at Poole and 3'0" at ends
Butts lapped 12 R
7'0" at Bridge in line of increased
thickness on Spar Deck Sheerstrake

2'0" at 28' for 20' at ends of Bridge
Butts of Bridge side plating 3 R
7'0" Bulwark
7'0" at Poole and Forecastle, Butts lapped 12 R
10'0" at Bridge in line of increased
thickness on Spar Deck Sheerstrake

2'0" at 28' for 20' at ends of Bridge
4' x 4' 70 x 70
4' x 4' 70 for 1/2 x 70 at ends
Double at ends of Bridge
Butts lapped 12 R for 1/2 x
Butts lapped 12 R at ends

Equipment Numerical

Half Beam	24.40
Half Girth to Spar 28	50.64
Depth to	29.42
	104.55
	34.3
	359.63.55
Exclusions	3400.87
Equipment Numerical	39364.12

Numerical

Half Beam	24.40
" Girth	42.68
Depth	21.42
Pillars 4'-0" apart	88.93 = 1st Numerical
2 1/2" dia on 9' Beams	34.3
5' dia on 12' Beams	30502.99 = 2nd Numerical

Proportions
Beam to Length 1.91
Depth to Length to Spar 11.65
Depth to Length to Main 15.48

Pillars 2 1/2" dia 8' apart on 9' Beams

Steel Deck 70' track for 5' x 70 at ends

Butts lapped 12 R for 1/2 x 12 R at ends

54' 20' for 1/2 x 41' 20' at ends

Butts lapped 12 R for 1/2 x 12 R

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Plate 36 x 20 for 1/2 x 120 at ends
Stem 11 x 2 1/4 Stempost 11 x 6 1/2
Propeller Post connected to deck plating Rudder 9 at head 4 1/2 at front
Frames 32 x 32 for 1/2 x 8 1/2 at ends 5 1/2 x 70 in Peaks 24' apart
Reverse Frames 6 1/2 x 70 for 1/2 x 70 at ends To Spar and Main Decks all
all to Spar deck above after peak bulkhead. Alternately to Forecastle 14' 3 1/2' to main
Double under engines 32 x 32 70 from margin to margin plate. Single under Bottom 6 1/2 x 70
Bulkheads lower half 70 upper half 70 Vertical Stiffeners Bulk Angle 8 x 3 1/2 to Spar 30'
apart 1 bulkhead to Port Top - Angles 4 x 3 1/2 70 between main & Spar decks
Bulkheads stiffened horizontally by House top beam only
Tunnel 70 Stiffeners 8 x 70 4'0' apart 3'0' below hatchways To plating at hatchways
Afterboards of plating on propeller post 6 1/2 House thickness as their strakes 2
Port Plates and plates above and below same 70 thickness than 2
Rods in Shell and Stinger Butts 3 1/2' diam 8' to 8'
Rods in Frames and Reverse Frames 1 1/2' diam 8' to 8'
Rods in Stem Stempost 1 1/2' diam 8' to 8'
Rods in Bulkheads of inner bottom plating 1 1/2' diam 8' to 8'
Before 1/2 x rods in bottom frames 5' diam 8' to 8'
Before 1/2 x rods in plate landings in way of Port 4' diam 8' to 8'
Frames to be jagged as in previous Cases

All parts of Double Bottom in Boiler Room
measured 1/20 except floor 100' plating which are
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Plating in way of double bottom reduced to 1/20 or over
Midship thickness came to column Rod

Alternate 1/20
House 8' depth

60 x 20 for 1/2 x
70 at ends
Butts lapped 12 R

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Butts lapped 12 R

Note: Butts of outside strakes where 11' wide and
under and of inside strakes where 5 1/2' wide and
under to be lapped 12 R

adv: ~~Am.~~

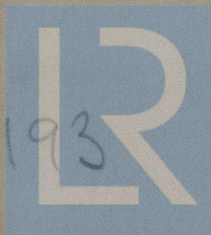
- S.S. "HAMMERSHUS" -

- MIDSHIP SECTION -

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