

MIDSHIP SECTION.

STEEL SCREW STEAMER.

— SCALE $\frac{1}{2}$ = ONE FT. —

LENGTH B.P. — 345.0
BREADTH EX — 47.9
DEPTH M^{LD} (TO SPARDECK) — 30.2½
" " (TO MAIN DECK) — 22.11

EQUIPMENT

2 BOWER ANCHORS STOCKLESS EACH 50 CWTs
1 " " " 42½ "
1 STREAM ANCHOR EX STOCK 12 "
1 KEDGE " " 6 "
270 FATHOMS $\frac{2}{16}$ STUD CHAINCABLE
90 " $\frac{1}{16}$ STREAM CHAIN
120 " $\frac{4}{16}$ STEEL WIRE (TOWLINE)
90 " $\frac{3}{16}$ " " "
90 " 3 " " "
2@ 90 " 7 WHITE MANILLA

— LLOYDS NUMERALS —
LENGTH PER RULE — 343.16
½ BEAM MOULDED — 23.79
DEPTH OF HOLD & FLOORS — 23.82
HALF GIRTH — 43.25
FRAME NUMBER — 90.86
PLATING NUMBER — 31179
EQUIPMENT NUMBER — 38384
DEPTH IN LENGTH — 14.4
BREADTH IN LENGTH — 7.2
CLASS 100 A.I. SPAR DECK
ALL SCANTLINGS OF STEEL EXCEPT WHERE
OTHERWISE SPECIFIED

BRIDGE STRINGER $\frac{5}{16}$ IRON ALSO FOLE STRINGER
POOP & BRIDGE DECKS $\frac{5}{16}$ IRON
BEAMS $6 \times 3 \times \frac{1}{20}$ BULB ANGLES ON EVERY FRAME.

STRINGER $49 \times \frac{1}{20}$ INCREASED $\frac{3}{20}$ FOR $\frac{3}{4}$ LENGTH $42 \times \frac{1}{20}$ AT ENDS
" BUTTS QUADRUPLE OVERLAPS
GUN WALE BAR $4 \times 4 \times \frac{1}{20}$ STRINGER ANGLES $4 \times 4 \times \frac{1}{20}$
WHERE EXPOSED DECK $\frac{7}{16}$ TO $\frac{1}{16}$ INCREASED $\frac{2}{16}$ AT OPENINGS DOUBLED AT CORNERS.
BEAMS $8 \times 3 \times \frac{1}{20}$ STEEL $\frac{1}{20}$ TO $\frac{1}{20}$
" AT HATCH ENDS $11 \times \frac{1}{20}$ BULBS ANGLES $5 \times 4 \times \frac{1}{20}$

STRINGER $60 \times \frac{1}{20}$ FOR $\frac{1}{2}$ LENGTH TO $42 \times \frac{1}{20}$ BUTTS TREBLE OVERLAPS
" ANGLES $3 \times 2 \times \frac{1}{20}$
BEAMS $11 \times 6 \times \frac{1}{20}$ BULB TEES
" AT HATCH ENDS $8 \times 3 \times \frac{1}{20}$ CHANNELS (DOUBLE) RIDER PLATE $8 \times \frac{1}{20}$
" LUGS $4 \times 3 \times \frac{1}{16}$
" PLATE $36 \times \frac{1}{20}$

FRAMES IN HOLD & ENGINE ROOM $6 \times 3 \times \frac{1}{20}$ ANGLES FOR $\frac{3}{4}$ L TO $\frac{1}{20}$ AT ENDS 24 APART
REVERSE FRAMES — " — $6 \times 2 \times 3 \times \frac{1}{20}$ FOR $\frac{3}{4}$ L TO $\frac{1}{20}$ AT ENDS
FRAMES IN PEAKS $5 \times 2 \times 3 \times \frac{1}{20}$ ANGLES
REVERSE FRAMES IN PEAKS $4 \times 3 \times \frac{1}{20}$ ANGLES
BULKHEADS UPPER PLATING $\frac{9}{20}$ LOWER PLATING $\frac{7}{20}$
" STIFFENERS $7 \times 3 \times \frac{1}{20}$ BULB ANGLES SPACED 4.0' APART VERTICALLY & HORIZONTALLY
STEM $11 \times 2 \times \frac{1}{4}$ SCREW FRAME $11 \times 6 \times \frac{1}{2}$ RUDDER HEAD 9' HEEL $7 \times 4 \times \frac{1}{2}$ PINTLES $4 \times \frac{1}{2}$ DIAM.

BOSS PLATES & PLATES ABOVE & BELOW TO BE $\frac{1}{20}$ THICKER THAN MIDSHIP PLATING
BUTTS OF SHELL OVERLAPPED & QUADRUPLE RIVETED FROM B TO M INCLUSIVE
AND WHERE OVER RULE WIDTH



all parts of double bottom to be increased $\frac{1}{20}$ in boiler space beyond Table 3.7.

NO. 115. SS.

FLOORS —
INTERCOSTALS $\frac{1}{20}$ (NOT FLANGED)
DOUBLE REVERSE BARS UNDER ENGINES & BOILERS $3 \times 3 \times \frac{1}{20}$

INCREASES IN LIEU OF KEEL DOUBLING
A STRAKE INCREASED $\frac{3}{20}$ FOR $\frac{1}{2}$ LENGTH
B " " $\frac{1}{20}$ " " "
CENTRE KEELSON " $\frac{1}{20}$ " " "

Durves & Co. & Co.

No. 115

Midship Section

"Hendonhall"

Hpl. Report No. 11444.

121 Birmingham Hpl. 11697.



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