



**DIMENSIONS.**

LENGTH BET. P.P. (ON 25'-6" W.L.)	430'-0"
LENGTH, LLOYDS.	430'-0"
LENGTH OVER ALL, ABOUT.	446'-0"
BEAM, MOULDED	55'-0"
DEPTH, MOULDED TO UPPER DECK	33'-4"
DEPTH, MOULDED TO 2ND DECK	25'-4"
DEPTH, MOULDED TO BRIDGE DECK (SHORT)	41'-4"
SPACING OF TRANSVERSES	9'-0" AND 9'-6"

**CLASS: LLOYDS +100-A-1, SPECIAL SURVEY (ISHERWOOD CONSTRUCTION)**

**TRANSV. NUMBER:-**

BEAM MOULDED	55.00"	L/D = 12.92 TO UPPER D.K.
DEPTH MOULDED	33.33"	L/B = 7.42
	91.33"	

**LONGIT'L NUMBER:-**

	91.33 x 430.00 = 39319
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**EQUIPMENT NUMBER:-**

HOUSE ON BRIDGE DECK	29.0' x 7.5' x 1/2"	109
BRIDGE ENCLOSURE	30.0' x 2.0' x 1/2"	216
FORECASTLE	48.8' x 8.0' x 1/2"	293
POOP	127.25' x 3.0' x 1/2"	763
HOUSE ON POOP	70.25' x 7.5' x 1/2"	263
PLATING NUMBER		39318
EQUIPM. NUMBER		40962

**EQUIPMENT.**

2 STOCKLESS BOWER ANCHORS	EACH 8100 LBS.
1 STOCKLESS BOWER ANCHOR	7000 LBS.
1 STOCKLESS STREAM ANCHOR	2970 LBS.
1 STOCKLESS KEDGE ANCHOR	1260 LBS.
300 FATHOMS 2 1/2" STUDLINK CHAIN CABLE	
120 FATHOMS 5" STEEL WIRE HAWSER	
130 FATHOMS 5 1/2" STEEL WIRE HAWSER	
400 FATHOMS 8" MANILLA HAWSER	

**STEM:-** UPPER PART W.S. 10 1/2" x 2 1/2"; LOWER PART CAST STEEL.  
**STERNPOST:-** CAST STEEL; PROPELLER P 10 1/2" x 8 1/2" RUDDER P 10 1/2" x 9 1/2".  
**RUDDER:-** SINGLE PL. UPPER STOCK ARMS OF C.S., LOWER STOCK W.S. STOCK 1 1/2" DIA.  
 PLATE 1 1/2" THICK; DIAM. OF PINTLES 5 1/2"; RUDDER AREA 175 SQ. F.  
 C.G. OF RUDDER FROM 1/4 OF PINTLE 4 1/2". DESIGNED SEA SPEED 11 KNOTS.

**GENERAL NOTES.**  
 NOTCHES IN TRANSVERSES, WEBS AND BEAMS TO BE WELL ROUNDED AT CORNERS AND NOT TO BE ROUGHLY PUNCHED.  
 THE LOWER STRAKES OF TRANSV. & LONG'L B.H.D'S, EXCLUDING FLOOR PL. AND CENTRE KEELSON TO BE INCREASED IN THICKNESS WHEN DEPTH OF B.H.D. IS INCREASED DUE TO SHEAR.  
 WHERE ADDITIONAL STIFFERS ON TRANSV'S AND LONG'L B.H.D'S ARE REQUIRED DUE TO SHEAR, THEY WILL BE PLACED AT THE BOTTOM AND MADE 1/2" DEEPER OR 1/4" THICKER (OR EQUIVALENT) THAN LOWEST STIFFER SHOWN.

ALL BOTTOM, BILGE & 10 RIVET BRACKETS TO BE FLANGED ON FACE. DRAINAGE HOLES IN BOTTOM LONG'L'S 3" x 1 1/2" SPACED 36". BULKHEAD BRACKET CLIPS ARE TO EXTEND SUFFICIENT BEYOND BRKT. TO TAKE TWO EXTRA RIVETS.

**RIVETING.**  
 FLAT KEEL BUTTS: DOUBLE STRAPPED TREBLE RIVETED, 1 1/2" AND 1" RIV'S.  
 BOTTOM & BILGE: QUADLE RIVETED BUTTLAPS, 7/8" AND 3/4" RIV'S. TO TREBLE RIVETED, 1 1/2" RIVETS.  
 SIDE PLATING: TREBLE RIVETED BUTTLAPS, 7/8" AND 3/4" RIV'S.

**STRAKE BELOW.**  
 SHEER: QUADLE RIVETED BUTTLAPS 1" AND 7/8" RIV'S. TO TREBLE RIVETED, 1 1/2" RIVETS.  
 SHEER STRAKE: QUADRUPE RIVETED BUTT LAPS 1 1/8", 1" AND 7/8" RIV'S. TO TREBLE RIVETED BUTTLAPS, 1 1/2" RIV'S.  
 SHELL PLEDGE: SEE CROSS SECTION.  
 UPPER D.K. STRINGER: QUADLE RIVETED BUTTLAPS 7/8" RIVETS TO TREBLE RIVETED, 1 1/2" RIVETS.  
 2ND D.K. STRINGER: TREBLE RIVETED BUTTLAPS 3/4" RIV'S. TO DOUBLE RIVETED, 1 1/2" RIV'S.

**UPPER & 2ND D.K. PLATING:** DOUBLE RIVETED BUTTLAPS, 3/4" RIV'S. TO SINGLE RIVETED BUTTLAPS, 1 1/2" RIV'S.  
**CENTRE VERT. KEEL:** TREBLE RIVETED BUTTLAPS, 7/8" RIV'S.  
**DECK LONGIT'L'S:** 1 1/2" RIVETS SPACED 6 DIA'S. 4 TO 9.  
**LONGIT'L'S TO 4:** 1 1/2" RIVETS THROUGHOUT, SPACED AS FOLLOWS:

**BHD & SHELL:** 1 1/2" RIVETS THROUGHOUT, SPACED AS FOLLOWS:  
 IN BRIDGE, POOP AND FORECASTLE: 6 DIA'S.  
 LONG'L'S NOS. 1, 2, 2A, 3 AND 4: 16 DIA'S.  
 LONG'L'S NOS. 5, 6 AND 7: 4 1/2 DIA'S. FOR 10 RIV'S. EACH SIDE OF TRANSV. AND B.H.D'S, ELSEWHERE 6 DIA'S.  
 LONG'L'S NOS. 9 AND 10: 3 1/2 DIA'S. FOR 9 RIV'S. EACH SIDE OF TRANSV. AND B.H.D'S, ELSEWHERE 6 DIA'S.  
 LONG'L'S NOS. 11 TO 22 INCLUSIVE: 3 1/2 DIA'S. FOR 11 RIVETS EACH SIDE OF TRANSV. AND B.H.D'S, ELSEWHERE 6 DIA'S.  
 ON FLAT OF BOTTOM FWD. OF 3 1/2" TO COLLISION BHD. 4 1/2 DIA'S.

**ALTERATION.**

DATE	DESCRIPTION.	APPROVED

**PRINTS**

9/13/1915  
 1/16/1916

**ACTION**

THE WM. CRAMP & SONS S. & E. B. Co.  
 DRAUGHTING OFFICE, CONSTR. DEPT.  
 HULLS NO. 431 & 432.

**GENERAL CROSS SECTION.**

**SHEET NO. 1.**

SCALE: 1/2" = 1 FOOT

**DR. No. H-61003**

SEP 21 1915  
 NEW YORK

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 Wm. Cramp & Sons  
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**Lloyd's Register Foundation**



437/2 - Midding Section

S/S "William Rockefeller"

Phl. Report No. 2484.

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