

N<sup>o</sup> 487

MIDSHIP SECTION

OF

STEEL SCREW CARGO STEAMER

CLASSED 100A1 AT LLOYDS

DIMENSIONS

LENGTH B.P.	✓ 165'-0"	TRANSVERSE N <sup>o</sup>	38.5	} MAIN D <sup>K</sup>
BREADTH MLD	✓ 26'-0"	LONGITUDINAL N <sup>o</sup>	6352.5	
DEPTH D	✓ 12'-6"	TRANSVERSE N <sup>o</sup>	41.75	} RAISED Q <sup>D</sup> D <sup>K</sup>
DEPTH d	✓ 10'-0"	LONGITUDINAL N <sup>o</sup>	6888.75	
PROPORTIONS MAIN DECK	$\frac{L}{B} = 6.34, \frac{L}{D} = 13.20$			
PROPORTIONS QUARTER D <sup>K</sup>	$\frac{L}{B} = 6.34, \frac{L}{D} = 10.40$			
DEPTH d RAISED QUARTER DECK	13.25			

PARTICULARS FOR EQUIPMENT N<sup>o</sup>

LONGITUDINAL N <sup>o</sup>	6352.5
QUARTER DECK 95.5 x 32.5	310.37
BRIDGE .75 (10.75 x 7)	56.43
FORECASTLE .75 (21.5 x 7)	112.87
E. & B. CASING .5 (55.5 x 7)	194.25
EQUIPMENT NUMBER	7026.42

SCALE  $\frac{1}{2}$ " = ONE FOOT

ALEX<sup>S</sup> HALL & Co, Ltd

SHIPBUILDERS, ENGINEERS & BOILERMAKERS

ABERDEEN

EQUIPMENT NUMBER 7026.42

- ✓ 2 STOCKLESS ANCHORS 12½ CWTs, & 1 STOCKLESS ANCHOR 10½ CWTs
- ✓ 1 STREAM ANCHOR 4 CWTs EX STOCK (RODGER'S PATTERN)
- ✓ 1 KEDGE ANCHOR 1¼ " " " "
- ✓ 2 SPARE " SHACKLES
- ✓ 195 FATHOMS 1½" STUD LINK CABLE
- ✓ 75 " 1½" STEEL WIRE TOWLINE
- ✓ 90 " 2¼" STEEL WIRE HAWSER
- ✓ 4-90 FATHOM LENGTHS 4½" MANILLA WARP

HATCH COAMINGS	SIDE	END
FORE HATCH	.50"	.40"
MAIN HATCH	.50"	.40"

SOLID HATCHES 3" W. PINE

BULB STANCHIONS 6" x 30" - 4 EACH SIDE OF FORE HATCH & 3 EACH SIDE AFT HATCH

6" x 3" x 30" BULBS ON EACH SIDE OF HATCHWAYS

MAIN DECK STRINGER IRON 5" x 3" x 30" ON EVERY FRAME

BRACKETS IN WAY OF HATCHWAYS 24" x 18" x 30" ON EVERY FRAME IN LIEU OF HOLD PILLARS

Sketch showing strengthening at break to be submitted

increased .04 where side stringer omitted

increased .04 where side stringer omitted

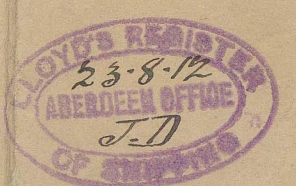
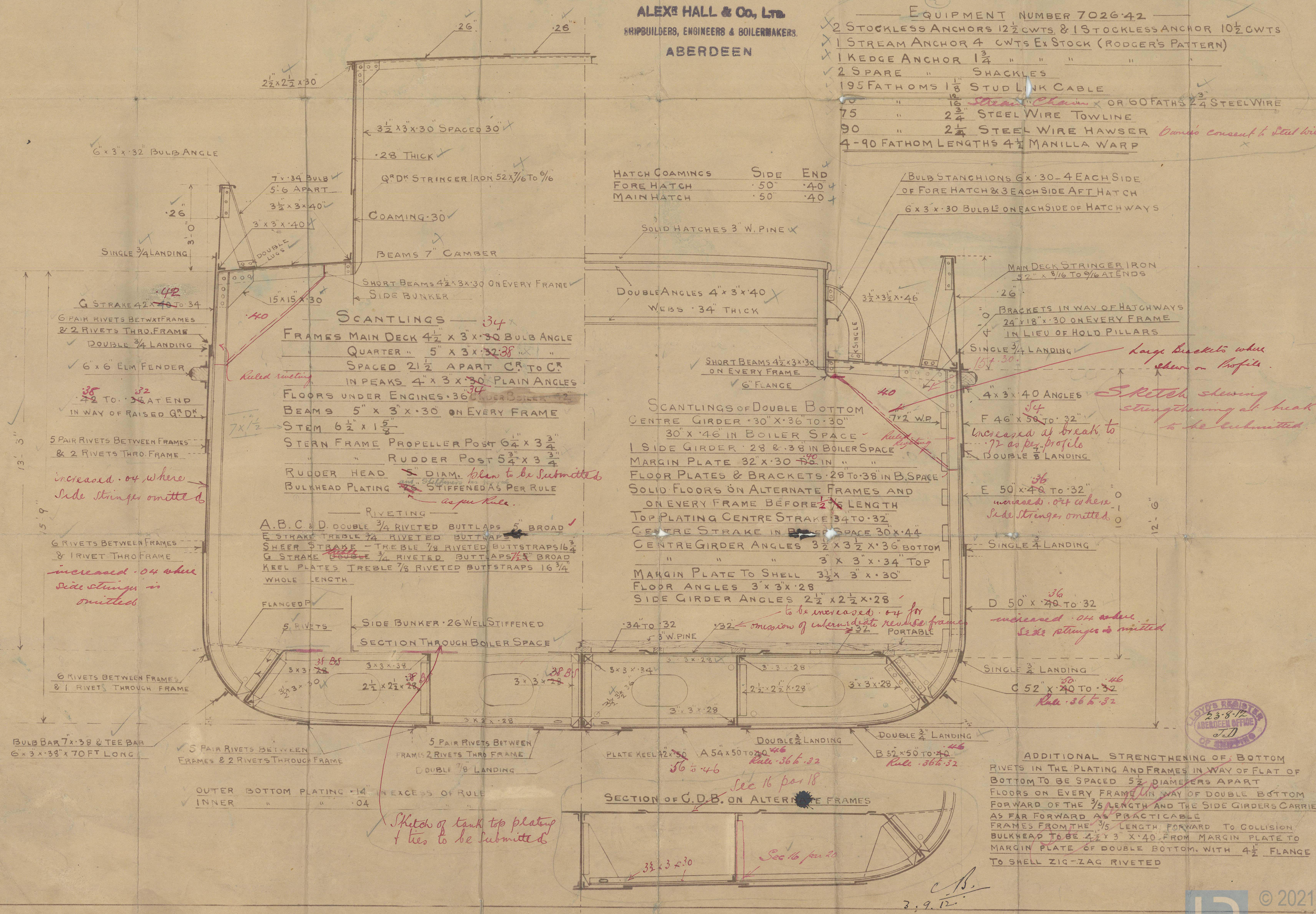
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increased .04 where side stringer omitted



ADDITIONAL STRENGTHENING OF BOTTOM  
RIVETS IN THE PLATING AND FRAMES IN WAY OF FLAT OF BOTTOM TO BE SPACED 52 DIAMETERS APART  
FLOORS ON EVERY FRAME IN WAY OF DOUBLE BOTTOM FORWARD OF THE 3/5 LENGTH AND THE SIDE GIRDERS CARRIED AS FAR FORWARD AS PRACTICABLE  
FRAMES FROM THE 3/5 LENGTH FORWARD TO COLLISION BULKHEAD TO BE 4 1/2 x 3" x 40" FROM MARGIN PLATE TO MARGIN PLATE OF DOUBLE BOTTOM WITH 4 1/2" FLANGE TO SHELL ZIG-ZAG RIVETED



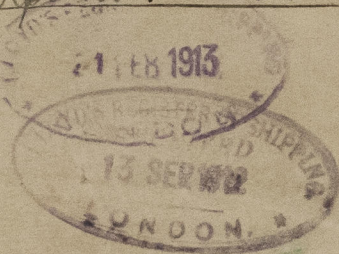
A. Hall & Co. Ltd

No. 484.

- Midship Section -

S.S. "Dawnside"

Abn. Rpt No. 11213.

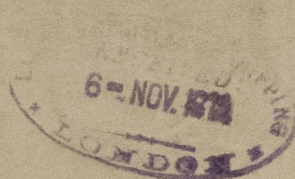


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