

MIDSHIP SECTION

SCALE $\frac{1}{2}'' = 1 \text{ FOOT}$

CORRECTIONS IN BLUE

— PRINCIPAL DIMENSIONS —

LENGTH BETWEEN PERPS	355'-0"
AS PER RULE	353'-2"
BREADTH MOULDED	48'-9 1/2"
DEPTH MOULDED TO UPPER DECK	30'-2"
OR HOLD	27'-6 1/2"

CLASS 100 A1 LLOYDS TWO DECK RULE

LLOYDS NUMBERS

HALF BREADTH ----- 24.83 FT
HALF GIRTH ----- 52.76
DEPTH ----- 31.32
----- 108.85 ✓ FRAME N°
LENGTH PER RULE ----- 38.17
----- 38.442 ✓ PLATING N°
100.58 x 75 x 1 1/2" = 1,840
44.75 x 75 = 335
40.617 ✓ EQUIPMENT N°

PROPORTIONS
DEPTH TO LENGTH = 11.32

FORGINGS

STEM BAR 11" x 3/4" ✓
STERN FRAME 11" x 7/8" ✓ ✓
RUDDER HEAD 9 1/2" DIA. ✓ KEEL 7 1/4" DIA.
PINTLES 4 3/4" DIA. ✓

BULKHEADS

PLATES, UPPER HALF $\frac{7}{16}$. LOWER HALF $\frac{9}{16}$ ✓
 VERTICAL STIFFENERS $6 \times 3 \frac{1}{2} \times \frac{3}{4}$ ANGLES, SPACED 2'-0" APART. ✓
 HORIZONTAL STIFFENERS $8 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{3}{4}$ BULB ANGLES, SPACED 4'-0" APART. ✓
 BULKHEAD FRAMES $6 \times 6 \times \frac{1}{2}$ SINGLE ✓
 BEAMS $5 \times 5 \times \frac{13}{16}$ ✓ ✓
 TANK TOP BARS $4 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{1}{2}$ DOUBLE ✓

EQUIPMENT N^o 40617

Two STOCKLESS BOWIER ANCHORS 50¹/₂ CWTs. EACH.
ONE " " 47³/₄ "
" STREAM ANCHOR 15 CWT. EX STOCK. ✓
" KEDGE " 0³/₄ "
270 FATHOMS STUD CHAIN CABLE 2¹/₈ DIA. ✓
30 " STREAM STEEL WIRE ROPE 4¹/₂ "
120 " TOWLINE " 4¹/₂ "
+ MANILLA WARPS 30 FATHOMS EACH. ✓

20. 2. 05
10. 3. 05
5. 4. 05

— SKETCH OF CENTRE LINE BULKHEAD —
SCALE 1" = 1 FOOT

ELEVATION

UPPER DECK

CENTRE LINE

BULKHEAD $\frac{5}{16}$

PLAN

FLOORS IN TANK

Floors in Holes $3\frac{1}{2} \times 3$ ⁸ Planned at Top & Bottom Edges.
Floors in Engine Space $3\frac{1}{2} \times 3$ ⁸ Planned at Bottom Angle.
With Double Reverse Bars $2\frac{1}{2} \times 3\frac{1}{2} \times 16$ in Top Edge.
Floors in Boiler Space $3\frac{1}{2} \times 3$ ⁸ Planned Top & Bottom, Except Floors
Carrying Boiler Brackets, which are Planned at Top & Bottom.
Double Angles $3\frac{1}{2} \times 3\frac{1}{2} \times 16$ ⁸ Fitted on Upper Edge.
Floors from $\frac{1}{8}$ Length forward to Collision Bulkhead ⁹ Planned
at Top Edge only, Double Reverse Bars $2\frac{1}{2} \times 3\frac{1}{2} \times 16$ ⁸ Fitted on Bottom Edges.

TANK TOP

TANK TOP IN HOLDS $\frac{9}{20}$ FOR $\frac{1}{2}$ LENGTH AMIDSHIPS, REDUCED TO $\frac{7}{20}$ AT ENDS.

TANK TOP IN ENGINE SPACE $\frac{22}{20}$ & $\frac{18}{20}$, IN BOILER SPACE $\frac{13}{20}$.

BUTTS OVERLAPPED & DOUBLE RIVETED FORE & AFT.

SHELL RIVETING

WHERE OUTSIDE STRAKES EXCEED 40° IN WIDTH OR INSIDE STRAKES ARE OVER 54° WIDE THE OVERLAPPEE BUTTS ARE TO BE QUADRUPLE RIVETED FOR $\frac{1}{2}$ LEN. AMID

SHELL PLATING WITHIN DOUBLE BOTTOM REDUCED $\frac{1}{20}$ " IN THICKNESS WHERE $\frac{11}{20}$ " OR OVER

FLAT PLATE KEEL & CENTRE KEELSON INCREASED
IN THICKNESS IN LIEU OF KEEL DOUBLING PLATE.
AND KEEL AND GARBWARD STRAKES INCREASED IN WIDTH

Palmer's S. Co.
S. S. No 784
Midship Section
355'-0" x 49'-9 1/2" x 30'-2" Wd.

King Bladdyn

S.S. King Bladdyn

Newcastle Report

No 49.618



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Lloyd's Register
Foundation

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