

PROPOSED MIDSHIP SECTION

OF STEEL SCREW STEAMER TO CLASS 100A1 LLOYDS

PRINCIPAL DIMENSIONS

LENGTH BETWEEN PERPS. --- 281'-6"

BREADTH MOULDED --- 42'-10"

DEPTH MOULDED --- 21'-9"

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

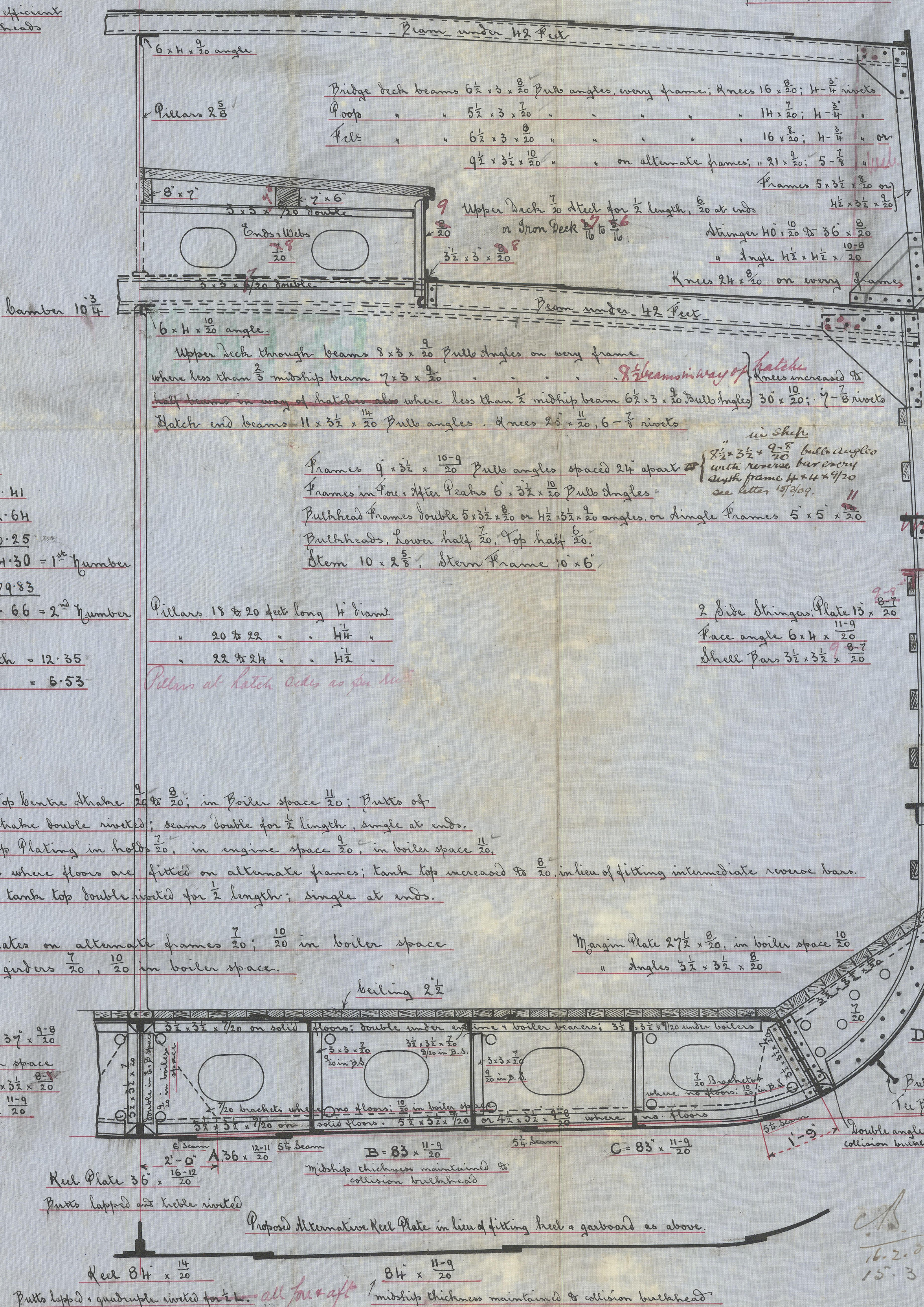
WOOD SKINNER & CO LTD
SHIPBUILDERS
NEWCASTLE ON TYNE

16.2.09
15.3.09.

Particulars for Freeboard

Reg Length (Approx)	281.5
" Breadth	43.0
" Depth	19.52
Under 1 st Tonnage	1895
Sheer at Stem	88 inches
" " $\frac{1}{8}$ from Stem	148 $\frac{1}{2}$
" " Stem	142
" " $\frac{1}{8}$ from Stem	234

Poop 22.83 x 7'-0"
Bridge 66.00 x 7'-0"
Pile 30.60 x 7'-0"



Equipment

2 nd Number	23589.66
Poep 22.7 x 12	231.00
Bridge 66 x 7 x 12	693.00
Pile 30.7 x 12	315.00
Deck House 22 x 7	154.00
Equipment Number	24982.66
2 Power Anchors stockless	38 $\frac{3}{4}$ cwt
1 " " "	32 $\frac{1}{2}$ " 110 cwt
1 Stream (ex stock)	10 "
1 Hedge	5 "
240 Fathoms 116 Stud chain cable	
75 " H $\frac{1}{4}$ Steel Wire	
90 " 12 Hemp or H Steel Wire	
2 of 90 " 7' Hawser	
2 " 90 " 6' Warp	

Bridge Side Plating 82' x 20' Butts double riveted
Poep & Pile " " 7' Butts lapped & double riveted
5 $\frac{1}{4}$ beam in way of bridge
H. Wheelstrake 12' x 20' for $\frac{1}{2}$ L, $\frac{12}{20}$ for $\frac{3}{4}$ L
 $\frac{11}{20}$ for $\frac{1}{4}$ L & $\frac{10}{20}$ at ends.
Increased to $\frac{15}{20}$ from 6 feet within bridge ends to $\frac{3}{4}$ L
Doubled full width for 18'-0" at ends of bridge.
5 $\frac{1}{4}$ beam

G = 54' x $\frac{11-9}{20}$ + $\frac{2}{20}$ from within bridge to $\frac{1}{2}$ L

F = 80' x $\frac{11-9}{20}$

E = 72' x $\frac{12-10}{20}$

D = 72' x $\frac{12-10}{20}$

Margin Plate 27 $\frac{1}{2}$ x 20, in boiler space $\frac{10}{20}$
" Angles 3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 20

Tank Top Centre Strake 20' x 20', in boiler space $\frac{11}{20}$; Butts of centre strake double riveted; seams double for $\frac{1}{2}$ length, single at ends.
Tank Top Plating in holds $\frac{7}{20}$, in engine space $\frac{4}{20}$, in boiler space $\frac{11}{20}$ in holds where floors are fitted on alternate frames; tank top increased to $\frac{8}{20}$ in lieu of fitting intermediate rouse bars.
Butts of tank top double riveted for $\frac{1}{2}$ length; single at ends.

Floor Plates on alternate frames $\frac{7}{20}$; $\frac{10}{20}$ in boiler space
3 Side girders $\frac{7}{20}$, $\frac{10}{20}$ in boiler space.

Centre girder 37' x 20'
 $\frac{11}{20}$ in boiler space
Top bars 5' x 3' x 20' or 3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 20'
Bottom bars 4' x 4' x 20'

Keel Plate 36' x 20'
Butts lapped and double riveted

Proposed Alternative Keel Plate in lieu of fitting keel & garboard as above.

Keel 84' x 20'

84' x 20'

Butts lapped & quadruple riveted for $\frac{1}{2}$ L. all fore & aft. midship thickness maintained & collision bulkhead



12 FEB 1909

ENQUIRY No D.70.

"BELGIQUE"

REPORT No 57376

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