AMENDED

Midship Section

"Gerasimo" S.S. No 190

Scale ½" = 1 foot

To Class 100A1 Lloyd's Single Deck

Rule Dimensions:- 374'-9½" x 51'-3¾" x 25'-6" md. to Upper Deck

PIER & MILLER, LTD. SHIPBUILDERS & ENGINEERS 13 MAR 1912 D. KILPATRICK

18.3.12
1.4.12
23.8.12

Numerals

B = 51·30
D = 25·5
76·8 T. No
374·8
6144
3072
5376
2304
28784·64 = L. No

"d" for framing = 21'-9"

Proportions

D. to L.
25·5) 374·80 (14·69
255
1198
1020
1780
1530
2500
under 14·7

Bridge 7·75
25·5
33·25) 374·80 (11·2
3325
42 30
33 25
9050
6650

Equipment Numeral

L No = 28784·64

Poop	37·63 × 7·75 × ¾	218
Bridge	127·13 ~~219·75~~ × 7·75 × ¾	1307 ~~2271~~
Fcle	41·50 × 7·50 × ¾	231 ~~222·20~~
Saloon No.	22 × 7·25 × ½	79·75
Bacingsete		222·03
		~~30766·10~~ E. No
		30855

Equipment Numeral 30766

2 Bowers	@ 56¼ cwt	stockless	Collective wt. 160 cwt.
1 Bower	@ 47½ cwt	"	
1 Stream	15 cwt ex stock		
1 Hedge	6½ cwt ex stock		
270 fms	2 3/16" Stud chain cable		C. Q. Lb. 608-2-14
90 fms	4½" Steel Wire	Stream	
120 "	" "	Towline	
2 Hawsers	90 fms	2½" Steel Wire	if owners approve
2 Warps	90 fms	2½" " "	

Poop sides ·36"
- stringer bar 3½ × 3½ × ·34
" plate 33" × ·34
" deck plating ·30 per specification
Forecastle sides ·40"
" stringer bar 3½ × 3½ × ·34
" plate 33" × ·34
" gutter bar 3 × 3 × ·30
" plating ·30"
Forecastle laid with 5" × 3" pitch pine

Frames spaced 25" apart between peak bulkheads
Frames in peaks ~~6½ × 3½ × 42 B.A. or~~ 7 × 3½ × 38 B.A. ·40
all to Poop & Fcle decks. 24" apart
Frames between peak bhds 10" × 3½ × ·56 B.A. all to Upper Dk. and alternately to Poop, Bridge & Fcle decks
Frames doubled forward in fore peak to rule position of Collision Bhd. to lower turn of bilge 3½ × 3½ × ·52 angle
Intermediate frames in Poop, Bridge, & Fcle 4 × 3½ × ·50 angle not connected to Upper deck
~~Note:- As an alternative on Bridge all B.A. frames could be carried up to Bridge dk and side plating reduced ·04"~~

Side stringers at ends as per profile
Scantlings:- Face bar 6½ × 3½ × ·48 angle. Intercostal plate ·42"
Chocks 3½ × 3½ × 42. Frame lugs 2 rivets each way 5 × 3 × ·38.

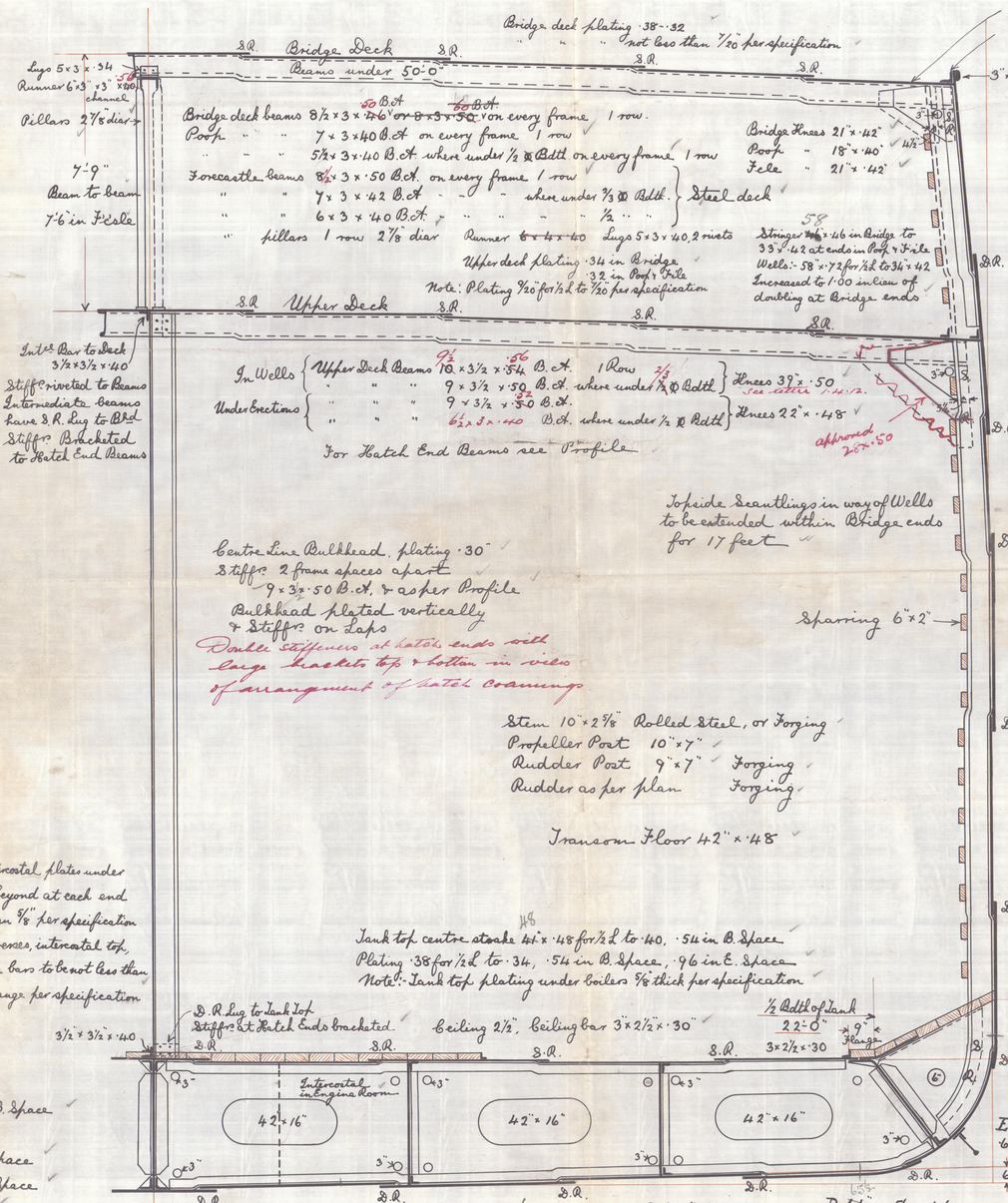
Tank frames 3½ × 3¼ × ·38 angle doubled ford of ³/₅L to fore end of tank
Reverses 3½ × 3½ × ·38 angle, ·48 in B. Space
Floors ·38 for ½L to ·36, ·48 in B. Space
Intercostals ·36 for ½L to ·34, ·46 in B. Space
Intercostal top & bottom angles 3½ × 3½ × ·38, ·48 in B. Space
" vertical " 3 × 3 × ·38, ·48 " "
Tank recesses doubled under engines to girder outside engine bedplate & on boiler bearers from margin to margin

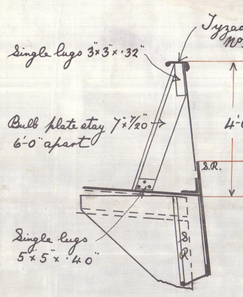
Note

Floor plates & intercostal plates under boilers & for 2'-0" beyond at each end to be not less than ⅝" per specification
Tank frames, reverses, intercostal top, vertical & bottom bars to be not less than ½" thick in same range per specification

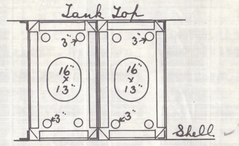
Centre girder 47" × ·50 for ½L to ·40, ·60 in B. Space
Bottom bars 4½ × 4½ × ·58 to ·54"
Top bars 3½ × 3½ × ·48 to ·46, ·58 in B. Space
Vertical bars 3½ × 3½ × ·38, double for ½L ·48 in B. Space or single 5 × 5 × ·52, ·62 in B. Space

Flat plate keel 46" × ·94 for ³/₅L to ·66. Butts overlapped & quadruple riveted to treble riveted where ·78 & under

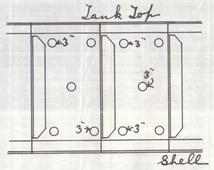




Sketch of Bulwark in Wells



Sketch of Tank Intercostals



Sketch of Centre Girder

C.B. 18.3.12

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[illegible]190.
~~Al[illegible]~~ Midship
[illegible]ection as
built:
"Gerasimos"

GLASGOW REPORT No. 32823

LLOYD'S REGISTER OF SHIPPING
25 JUN 1918

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