

17.12.04

S.S. N^o 81 92 MIDSHIP SECTION

CLASS 100 A.I. SPAR DECK WITH FREEBOARD

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

LLOYDS NUMERALS.

$\frac{1}{2}$ BEAM --- 28.42.
 $\frac{1}{2}$ GIRTH --- 42.67.
DEPTH --- 23.83.
1st NO. --- 89.92
2nd NO. --- 338.17 LLOYDS LENGTH
30408.
14.1 DEPTHS TO LENGTH
(LESS 2 DEPTHS = 12.1)
BEAMS TO LENGTH 4.22.

FREEBOARD PARTICULARS.

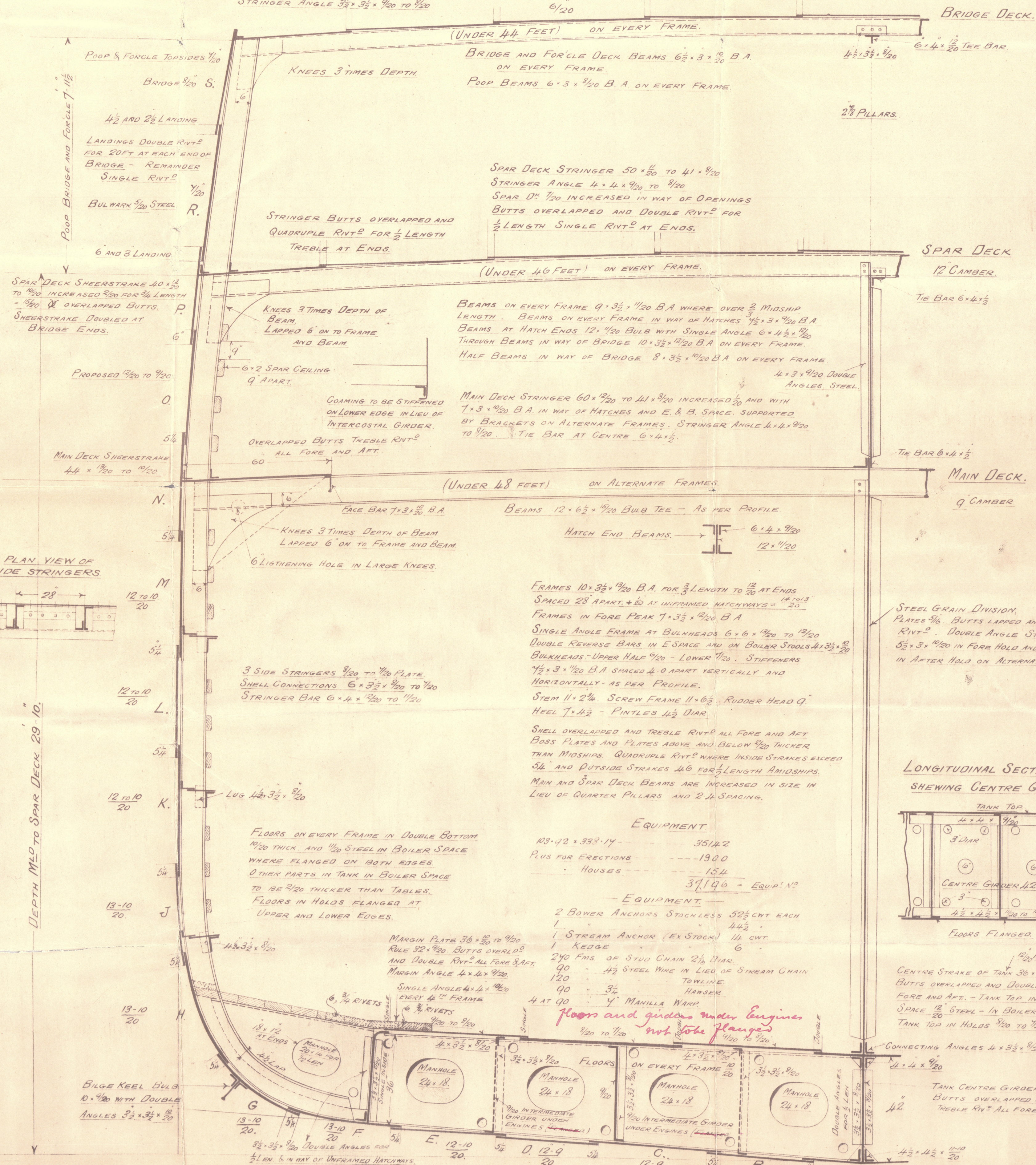
UNDER DECK TONNAGE --- 3650.
SHEER FORWARD AT STEM --- 6.6.
" AFT AT POST --- 3.6.
" $\frac{1}{8}$ " IN FROM STEM --- 3.9.
" $\frac{1}{8}$ " IN " STERNPOST --- 1.11

DIMENSIONS

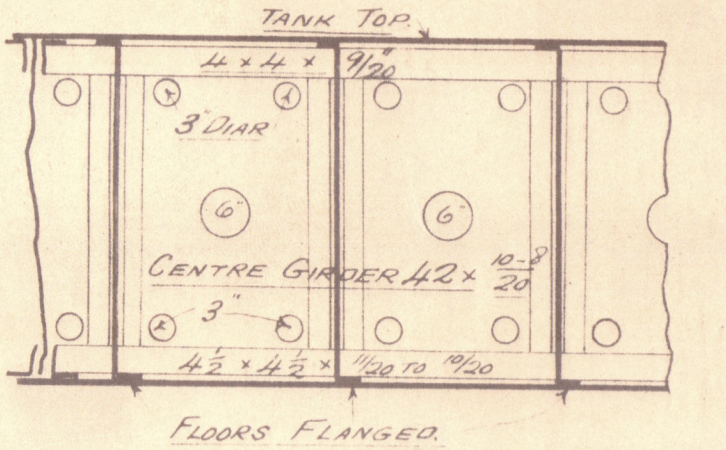
LENGTH B.P. --- 340.0
BREADTH MLD --- 46.10
DEPTH MLD TO SPAR DECK --- 29.10
" " " MAIN --- 22.10

BUTTS OF POOP BRIDGE AND FORECASTLE STRINGER
OVERLAPPED AND DOUBLE RIVET^d
STRINGER 48 x $\frac{1}{2}$ 20 TO 36 x $\frac{1}{2}$ 20 AT ENDS.
STRINGER ANGLE 3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x $\frac{1}{2}$ 20 TO $\frac{1}{2}$ 20

POOP BRIDGE & FORECASTLE DECK PLATING OVERLAPPED
BUTTS DOUBLE RIVET^d FOR $\frac{1}{2}$ LENGTH SINGLE AT ENDS.
FORECASTLE DECK $\frac{1}{2}$ STEEL SHEATHED WITH 2 $\frac{1}{2}$ P.PINE.



LONGITUDINAL SECTION OF TANK SHEWING CENTRE GIRDER.



EQUIPMENT

103.42 x 338.17 --- 35142
PLUS FOR ERECTIONS --- 1900
HOUSES --- 134
37196 = EQUIP^d N^o

EQUIPMENT

2 BOWER ANCHORS STOCKLESS 52 $\frac{1}{2}$ CWT EACH
1 STREAM ANCHOR (EX STOCK) 14 CWT
1 KEDGE 6
240 FMS OF STUO CHAIN 2 $\frac{1}{2}$ DIAR.
90 42 STEEL WIRE IN LIEU OF STREAM CHAIN
120 42 TOWLINE
90 3 $\frac{1}{2}$ HANSE
4 AT 90 4 MANILLA WARP

Handwritten note: floors and girders under Engines not to be flanged

1/2 IN MACHINERY SPACE
CENTRE STRAKE OF TANK 36 x $\frac{1}{2}$ 20 TO $\frac{1}{2}$ 20
BUTTS OVERLAPPED AND DOUBLE RIVET^d ALL
FORE AND AFT. - TANK TOP IN ENGINE
SPACE 12 STEEL - IN BOILER SPACE 2 $\frac{1}{2}$ STEEL
TANK TOP IN HULDS 9/20 TO 7/20 AND 9/20 TO 9/20

TANK OUTSIDE KNEES ON EVERY FRAME 9/20 FLANGED
ON UPPER EDGE LAPPED 4 $\frac{1}{2}$ TO MAIN FRAMES.

CONNECTIONS OF FLOORS AND OUTSIDE BRACKETS TO
MARGIN PLATE TO HAVE 7/8 RIVETS AND TO BE ON SAME
SIDE OF FLOOR.

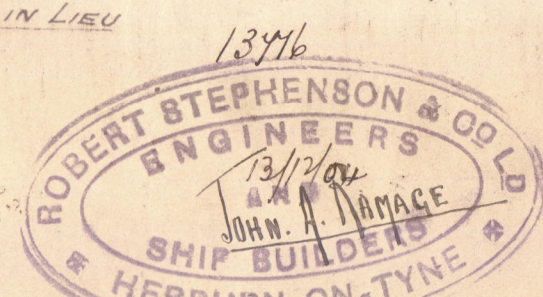
TANK INTERCOSTAL GIRDER TO
BE CARRIED AS FAR FORWARD
AS PRACTICABLE

BOTTOM TO BE STRENGTHENED AT FORE
END IN ACCORDANCE WITH RULE

GARBOARD. RULE 36 x $\frac{1}{2}$ 20
TO 3 $\frac{1}{2}$ PROPOSED 46 x $\frac{1}{2}$ 20
TO 2 $\frac{1}{2}$ INCREASED 1/20
FOR 1/2 LEN IN LIEU OF
DOUBLING.

FLAT KEEL PLATE RULE 36 x $\frac{1}{2}$ 20 TO $\frac{1}{2}$ 20
PROPOSED 48 x $\frac{1}{2}$ 20 FOR 3/5 LEN TO 9/20
INCREASED 1/20 FOR 1/2 LEN IN LIEU
OF DOUBLING.

IN LIEU OF KEEL DOUBLING FOR 1/2 LEN.



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MARGIN PLATE

SIDE

ENCLOSURE

From ROBERT STEPHENSON & Co., Ltd.,

for
Lloyd's Surveyors

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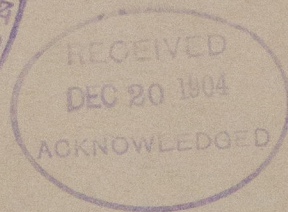
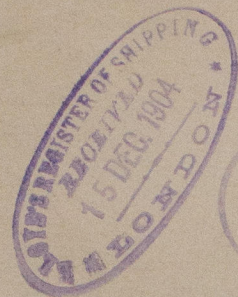
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S/N^o 92

Midship Section



J. J. Dimsdale Hall

Newcastle Report

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