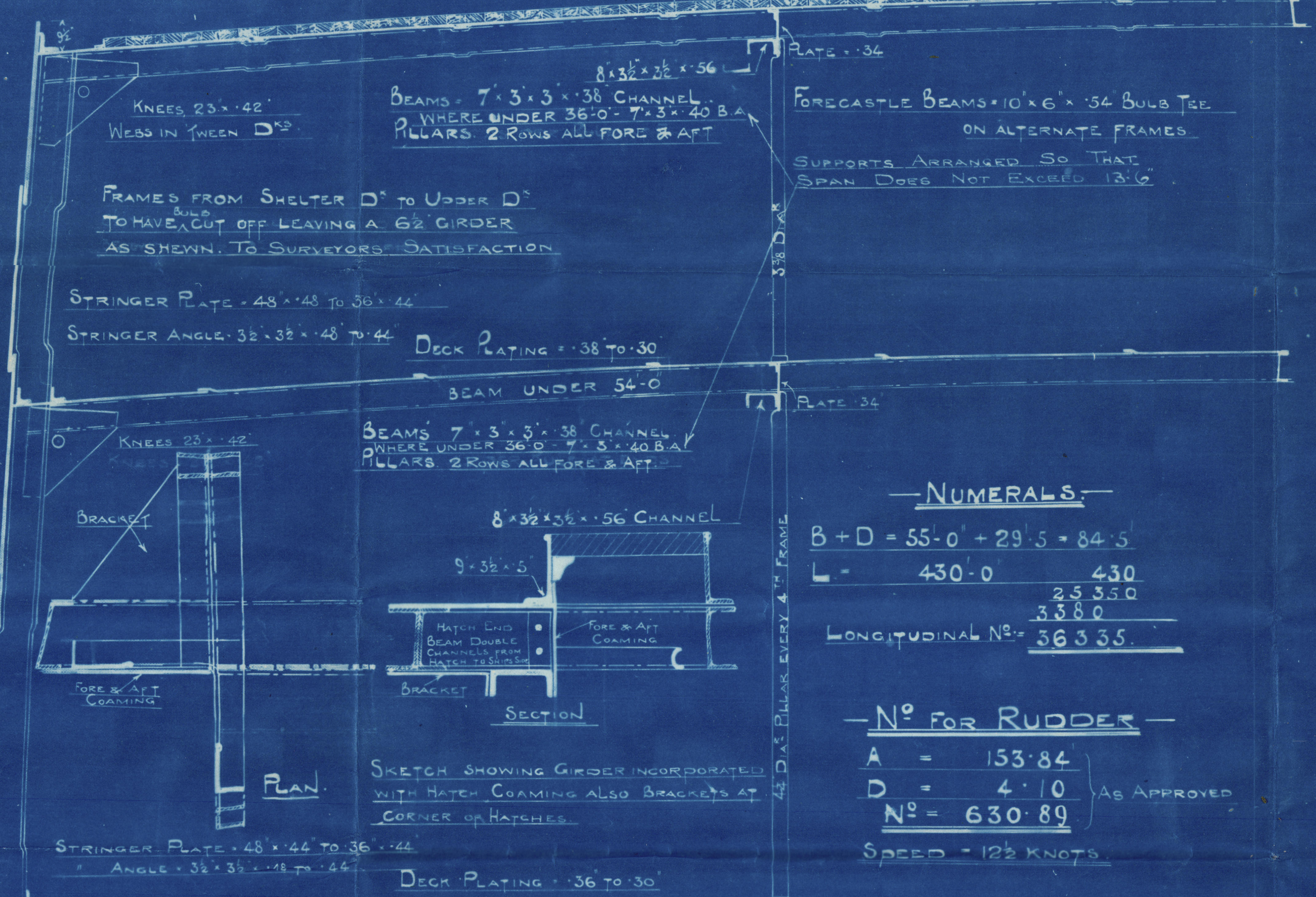


MIDSHIP SECTION

S.S. N^o 229 & 230

430' 0" BP x 55' 0" MLD x 37' 3" MLD to SHELTER DECK

STRINGER PLATE 59' x 58" TO 36' x 44" AT ENDS. ANGLE 5' x 5' x 62' FOR 2L GRADUALLY REDUCED TO 32' x 32' x 44" AT ENDS. GUTTER ANGLE 3' x 2 1/2' x 40'. PLATING JOGGLED IN USUAL MANNER AS IN DECKS BELOW. DECK PLATING 42' FOR 1/2 LEN. TO 36" SHEATHED WITH 28' TEAK.



FREEBOARD PARTICULARS

Table with 2 columns: Description and Value. Includes Sheer Forward (8'-9"), Aft (3'-0"), AT 1/2 LEN. FORWARD (5'-0"), Aft (1'-8 1/2"), MIDSHIPS (0), LENGTH OF SHELTER DECK (430'-0"), TONNAGE WELL (19'-10 1/2"), OPENING (15'-5 1/2"), TONNAGE COEFF. (.76).

USUAL STORM BOARDS AT OPENINGS IN WELL BULK HEAD

EQUIPMENT

Table with 3 columns: Description, Quantity, and Unit. Includes 2 BOWER ANCHORS (68 CWT), 1 STREAM (58 1/2), 1 KEDGE (8), 270 FATHOMS 2 3/8" STUD CHAIN CABLE, 90 1 1/2" STREAM CHAIN OR 3" STEEL WIRE, 120 5 1/2" STEEL WIRE, 2 @ 90 8" HAWSER OR 2 1/2" STEEL WIRE, 2 @ 90 7" OR 2 1/2".

OWNERS REQUIREMENTS

Table with 2 columns: Description and Value. Includes 20% TO BE ADDED TO WEIGHT OF BOWER ANCHORS (SPECIFIED), 120 FATHOMS 5" STEEL WIRE, 130 5 1/2", 120 3 1/2", 3 @ 120 3", 4 @ 120 8" MANILLA ROPE (CABLE LAY).

NUMERALS

B + D = 55.0 + 29.5 = 84.5
L = 430.0
LONGITUDINAL N^o = 36335

N^o FOR RUDDER

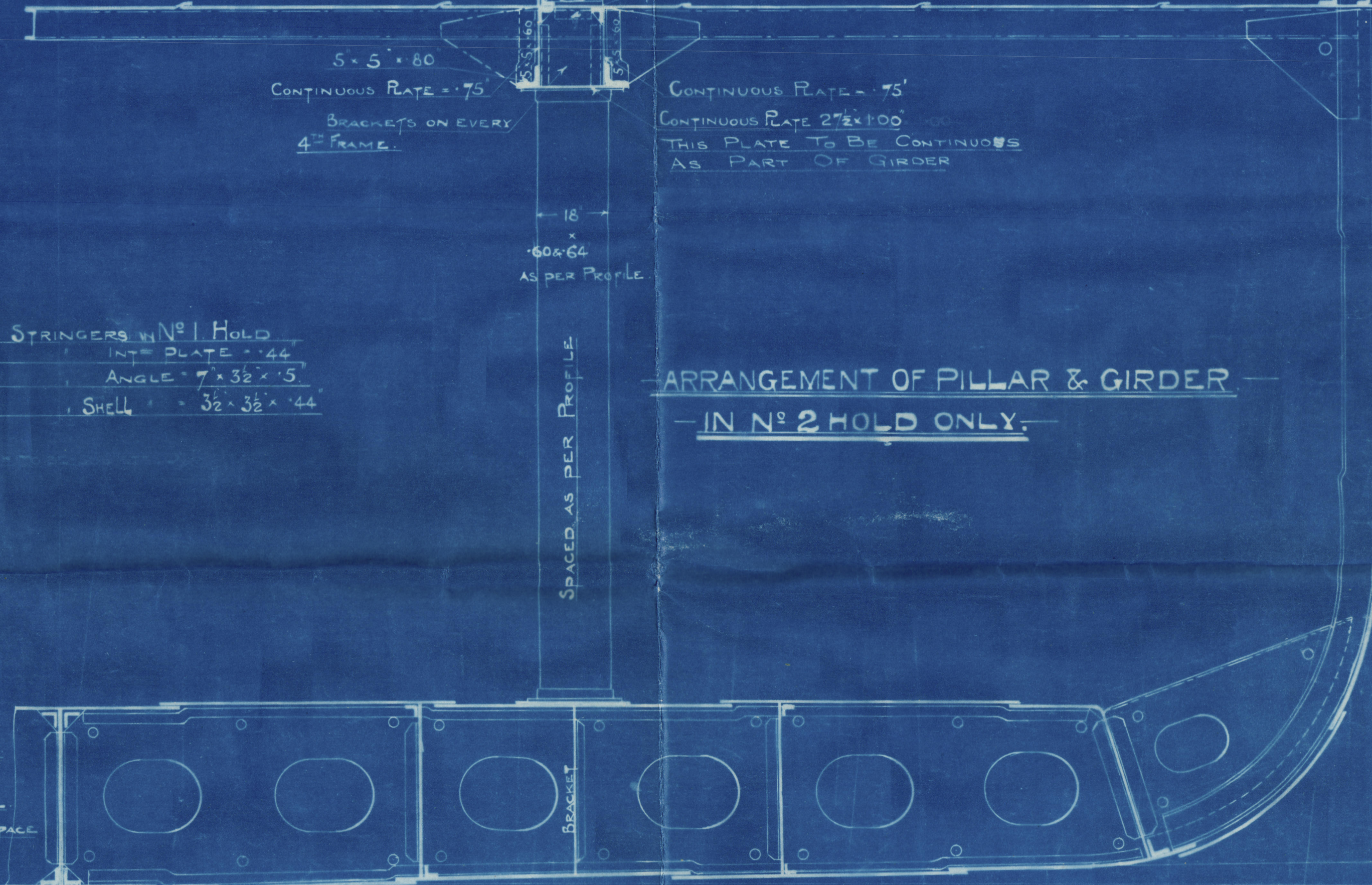
A = 153.84
D = 4.10
N^o = 630.89
SPEED = 12 1/2 KNOTS

PARTICULARS

FRAMES 9 1/2' x 3 1/2' x 32 B.A. SPACED 26 1/2' APART. MIDSHIP BULKHEADS 39' x 39' DOUBLE ANGLES TO SHELL 3 1/2' x 3 1/2' x 36 OR SINGLE 5' x 5' x 50. BULKHEAD STIFFENERS IN HOLD (SEE PROFILE). RUDDER STOCK 1 1/2" DIA. RUDDER PLATE 1' 0" AS APPROVED.

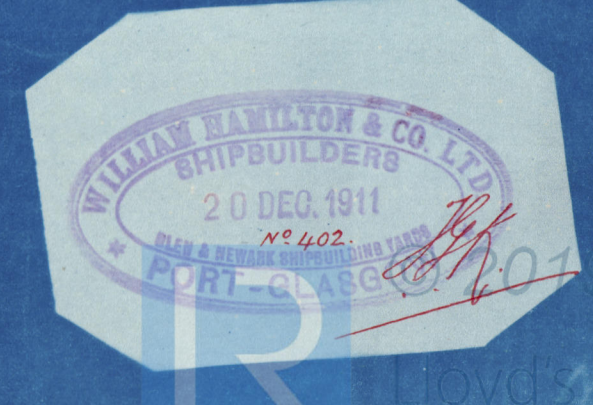
KEEL BUTTS DOUBLE STRAPPED THROUGHOUT & 3R. CENTRE GIRDER BUTTS OVERLAPPED & TREBLE RIVETED FORE & AFT. TANK TOP CENTRE STRAKE BUTTS TREBLE RIVETED FOR 2L DOUBLE AT ENDS.

ARRANGEMENT OF PILLAR & GIRDER IN N^o 2 HOLD ONLY



BOTTOM STRENGTHENING

TANK FRAMES DOUBLED FROM 3/8" L FORWARD TO COLLISION BULKHEAD. THREE STRAKES OF BOTTOM SHELL PLATING NEXT CENTRE TO HAVE MIDSHIP THICKNESS MAINTAINED TO COLLISION BULKHEAD.



WILLIAM HAMILTON & CO. LTD.
SHIPBUILDERS
20 DEC 1911
PORT-GLASGOW

Ctr. Midship Section
W. Hamilton No 230

St. Karimata
Greenock. Refers. No. 16161

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