

# MIDSHIP SECTION

LENGTH B.P. 350'-0" BREADTH EXTREME 50'-0" DEPTH MOULDED 25'-6"

Scale 3" = 1'00"

CLASS 100 A1 AT LLOYDS

13.5.12  
31.5.12  
11.10.12

BRIDGE 120'-10" x 8'-0"  $7 \times 3 \times 40$  WITH WIDE SPACED PILLARS AS PER PROFILE  
BRIDGE DECK BEAMS  $8 \times 3 \times 40$  BULB ANGLES ON EVERY FRAME  
HALF BEAMS  $7 \times 3 \times 40$  BULB ANGLES ON EVERY FRAME  
BEAM KNUES  $30 \times 40$  5-8 RIVETS  
BRIDGE DECK STRINGER PLATE  $48 \times 50$   
BUTTS TREBLE RIVETED OVERLAPS  
DECK OF STEEL  $3 \times 3 \times 34$   
STRINGER ANGLE  $4 \times 4 \times 56$

FORECASTLE  $35 \times 6 \times 7 \times 9$   
FORECASTLE DECK BEAMS  $8 \times 3 \times 40$  BULB ANGLES ON EVERY FRAME  
BEAM KNUES  $30 \times 40$  5-8 RIVETS  
FORECASTLE DECK STRINGER PLATE  $33 \times 34$   
BUTTS DOUBLE RIVETED OVERLAPS  
DECK OF STEEL  $3 \times 3 \times 34$  WOOD SHEATHED  
STRINGER ANGLE  $3 \times 3 \times 34$   
SIDE PLATING  $40$

BRIDGE SHEERSTAKE  $45 \times 60$   
BUTTS QUADRUPLE RIVETED OVERLAPS  
FORECASTLE SIDE PLATING  $40$   
BUTTS DOUBLE RIVETED OVERLAPS

LANDING DOUBLE RIVETED IN WAY OF BRIDGE  
SMALL AT FORECASTLE

BRIDGE SIDS  $58$  BUTTS TREBLE RIVETED OVERLAPS  
FORECASTLE SIDS  $40$  BUTTS DOUBLE RIVETED OVERLAPS  
BULKHEAD  $25$  INCREASED AT ENDS OF BRIDGE

LANDING DOUBLE RIVETED IN WAY OF BRIDGE  
SMALL AT FORECASTLE

SHEERSTAKE  $45 \times 60$  FOR  $\frac{1}{2}$  LENGTH TO  $44$  AT ENDS  
 $1 \times 58$  IN WAY OF BRIDGE

BUTTS QUADRUPLE RIVETED OVERLAPS IN WAY OF BRIDGE  
TREBLE RIVETED OVERLAPS IN WAY OF BRIDGE  
DOUBLING AT BRIDGE ENDS

$M 67 \times 58 \times 44$

$56 \times 45$

$56 \times 45$

$56 \times 45$

$56 \times 45$

$56 \times 45$

$56 \times 45$

$56 \times 45$

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$56 \times 45$

$56 \times 45$

SHUTTER DECK STRINGER PLATE  $50 \times 52$  FOR  $\frac{1}{2}$  LENGTH TO  $33 \times 42$  AT ENDS  
 $46$  UNDER BRIDGE INCREASED AT ENDS OF BRIDGE  
BUTTS TREBLE RIVETED OVERLAPS  
DECK PLATING  $34$  FOR  $\frac{1}{2}$  LENGTH TO  $32$  AT ENDS  $32$  UNDER BRIDGE  
STRAKE NEXT HATCHWAYS INCREASED  $10$  IN WAY OF LARGE HATCHWAYS &  
ENGINE & BOILER OPENINGS HATCH CORNERS DOUBLED  
STRINGER ANGLE  $4 \times 4 \times 56$  FOR  $\frac{1}{2}$  LENGTH TO  $3 \times 3 \times 34$  AT ENDS  
SMALL LUGS & TIE BACK BARS IN ERECTIONS  $8 \times 8 \times 44$  AT ENDS

SHUTTER DECK BEAMS  $7 \times 3 \times 42$  BULB ANGLES ON EVERY FRAME  
HALF BEAMS AT HATCHES & E & B OPENINGS  $7 \times 3 \times 42$  BULB ANGLES ON EVERY FRAME  
HATCH END BEAMS  $7 \times 3 \times 42$  BULB ANGLES  
BEAM KNUES  $31 \times 42$  5-8 RIVETS

UPPER DECK STRINGER PLATE  $46 \times 44$  FOR  $\frac{1}{2}$  LENGTH TO  $33 \times 42$  AT ENDS  
BUTTS TREBLE RIVETED OVERLAPS THROUGHOUT  
DECK PLATING  $30$   
SMALL LUGS & TIE BACK BARS  $3 \times 3 \times 44$  FOR  $\frac{1}{2}$  LENGTH TO  $42$  AT ENDS

UPPER DECK BEAMS  $7 \times 3 \times 42$  BULB ANGLES ON EVERY FRAME  
HALF BEAMS AT HATCHES & E & B OPENINGS  $7 \times 3 \times 42$  BULB ANGLES ON EVERY FRAME  
HATCH END BEAMS  $7 \times 3 \times 42$  BULB ANGLES  
BEAM KNUES  $31 \times 42$  5-8 RIVETS

MAIN DECK STRINGER PLATE  $46 \times 44$  FOR  $\frac{1}{2}$  LENGTH TO  $33 \times 42$  AT ENDS  
BUTTS TREBLE RIVETED OVERLAPS THROUGHOUT  
DECK PLATING  $30$   
SMALL LUGS & TIE BACK BARS  $3 \times 3 \times 44$  FOR  $\frac{1}{2}$  LENGTH TO  $42$  AT ENDS

MAIN DECK BEAMS  $8 \times 3 \times 45$  BULB ANGLES ON EVERY FRAME  
HALF BEAMS AT HATCHES & E & B OPENINGS  $8 \times 3 \times 45$  BULB ANGLES ON EVERY FRAME  
HATCH END BEAMS  $8 \times 3 \times 45$  BULB ANGLES  
BEAM KNUES  $23 \times 42$  5-8 RIVETS

TANK SIDE CHAMBERS PLATED  $38$  FOR  $\frac{1}{2}$  LENGTH  
TO  $36$  AT ENDS  $48$  IN DOILER SPACE  
TANK MARGIN PLATE  $31 \times 44$  FROM  $\frac{1}{2}$  LENGTH AFT  
TO COLLISION BULKHEAD REDUCED TO  $36$  AT AFTER END  
 $52$  IN DOILER SPACE

BUTTS TREBLE RIVETED OVERLAPS FOR  $\frac{1}{2}$  LENGTH TO  
OUTER TANK MARGIN LUGS  $3 \times 3 \times 38$  DOUBLED  
BULKHEAD TO AFTER END OF ENGINE ROOM  $48$   
SINGLE LUGS AFT OF ENGINE ROOM  $3 \times 3 \times 38$   
GUSSET BRIDGE  $3 \times 3 \times 44$  IN EVERY  $4 \times 2$

TANK SIDE CHAMBERS PLATED  $38$  FOR  $\frac{1}{2}$  LENGTH  
TO  $36$  AT ENDS  $48$  IN DOILER SPACE  
TANK MARGIN PLATE  $31 \times 44$  FROM  $\frac{1}{2}$  LENGTH AFT  
TO COLLISION BULKHEAD REDUCED TO  $36$  AT AFTER END  
 $52$  IN DOILER SPACE

BUTTS TREBLE RIVETED OVERLAPS FOR  $\frac{1}{2}$  LENGTH TO  
OUTER TANK MARGIN LUGS  $3 \times 3 \times 38$  DOUBLED  
BULKHEAD TO AFTER END OF ENGINE ROOM  $48$   
SINGLE LUGS AFT OF ENGINE ROOM  $3 \times 3 \times 38$   
GUSSET BRIDGE  $3 \times 3 \times 44$  IN EVERY  $4 \times 2$

TANK SIDE CHAMBERS PLATED  $38$  FOR  $\frac{1}{2}$  LENGTH  
TO  $36$  AT ENDS  $48$  IN DOILER SPACE  
TANK MARGIN PLATE  $31 \times 44$  FROM  $\frac{1}{2}$  LENGTH AFT  
TO COLLISION BULKHEAD REDUCED TO  $36$  AT AFTER END  
 $52$  IN DOILER SPACE

BUTTS TREBLE RIVETED OVERLAPS FOR  $\frac{1}{2}$  LENGTH TO  
OUTER TANK MARGIN LUGS  $3 \times 3 \times 38$  DOUBLED  
BULKHEAD TO AFTER END OF ENGINE ROOM  $48$   
SINGLE LUGS AFT OF ENGINE ROOM  $3 \times 3 \times 38$   
GUSSET BRIDGE  $3 \times 3 \times 44$  IN EVERY  $4 \times 2$

BRIDGE DECK BEAMS TO BE SUPPORTED  
BY TWO ROWS OF WIDE SPACED  
PILLARS AND GUIDES IN LINE WITH  
THE PILLARS AND GUIDES BELOW

HATCH END CORNERS  $40$   
HATCH KNUES  $34$

UNDER  $49 \times 0$

SKETCH OF GIRDER CLEAR OF HATCHWAYS

INTERCOSTAL PLATES  $44$   
ANGLES  $5 \times 5 \times 44$

HATCH SIDE CORNERS AS PER PROFILE  
HATCH END CORNERS  $40$   
HATCH KNUES  $40$

UNDER  $50 \times 0$

SKETCH OF GIRDER CLEAR OF HATCHWAYS

INTERCOSTAL PLATES  $44$   
ANGLES  $5 \times 5 \times 44$

HATCH SIDE CORNERS AS PER PROFILE  
HATCH END CORNERS  $40$   
HATCH KNUES  $40$

UNDER  $50 \times 0$

SKETCH OF GIRDER CLEAR OF HATCHWAYS

INTERCOSTAL PLATES  $50$   
ANGLES  $6 \times 6 \times 56$

HATCH SIDE CORNERS AS PER PROFILE  
HATCH END CORNERS  $40$   
HATCH KNUES  $40$

UNDER  $50 \times 0$

SKETCH OF GIRDER CLEAR OF HATCHWAYS

INTERCOSTAL PLATES  $50$   
ANGLES  $6 \times 6 \times 56$

HATCH SIDE CORNERS AS PER PROFILE  
HATCH END CORNERS  $40$   
HATCH KNUES  $40$

UNDER  $50 \times 0$

SKETCH OF GIRDER CLEAR OF HATCHWAYS

INTERCOSTAL PLATES  $50$   
ANGLES  $6 \times 6 \times 56$

HATCH SIDE CORNERS AS PER PROFILE  
HATCH END CORNERS  $40$   
HATCH KNUES  $40$

UNDER  $50 \times 0$

SKETCH OF GIRDER CLEAR OF HATCHWAYS

INTERCOSTAL PLATES  $50$   
ANGLES  $6 \times 6 \times 56$

HATCH SIDE CORNERS AS PER PROFILE  
HATCH END CORNERS  $40$   
HATCH KNUES  $40$

UNDER  $50 \times 0$

SKETCH OF GIRDER CLEAR OF HATCHWAYS

INTERCOSTAL PLATES  $50$   
ANGLES  $6 \times 6 \times 56$

HATCH SIDE CORNERS AS PER PROFILE  
HATCH END CORNERS  $40$   
HATCH KNUES  $40$

UNDER  $50 \times 0$

SKETCH OF GIRDER CLEAR OF HATCHWAYS

INTERCOSTAL PLATES  $50$   
ANGLES  $6 \times 6 \times 56$

HATCH SIDE CORNERS AS PER PROFILE  
HATCH END CORNERS  $40$   
HATCH KNUES  $40$

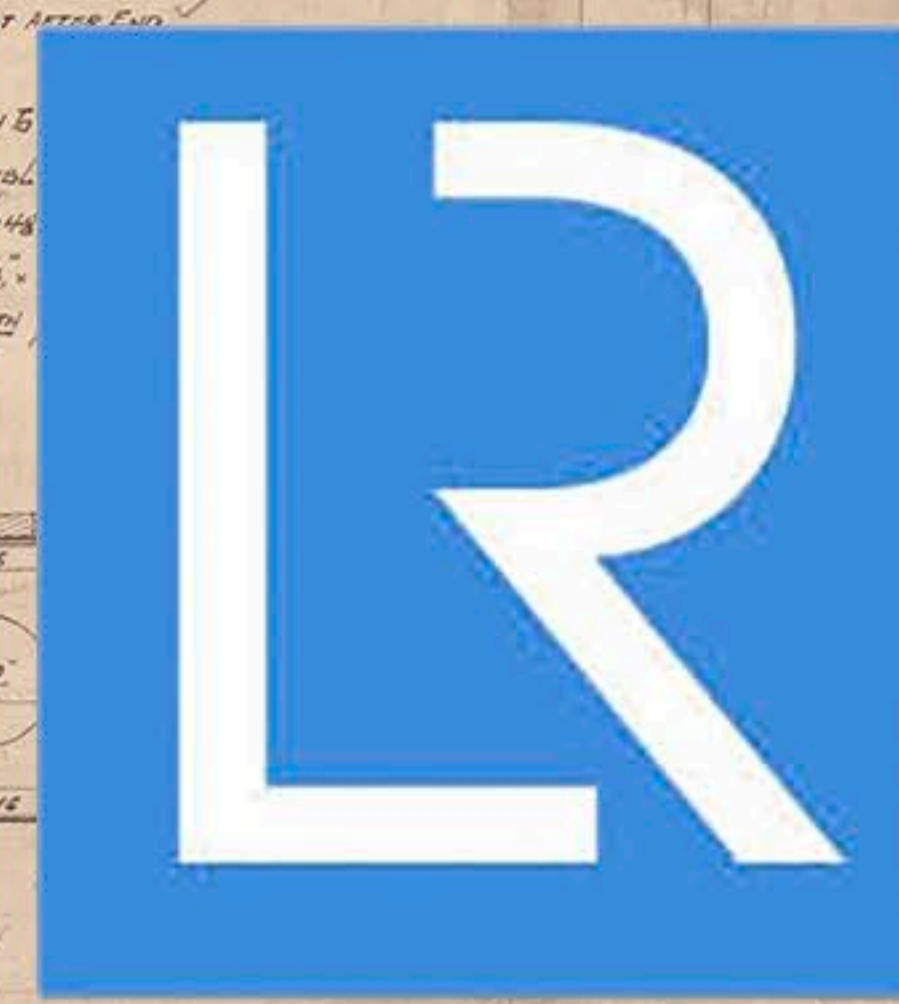
LLOYD'S NUMERALS	
BREADTH MOULDED	49.75
DEPTH MOULDED	25.50
EXCESS FOR THREE DECKES	58
TONNAGE NUMBER	75.83
LENGTH	350.00
LONGITUDINAL NUMBER	26540.50
DEPTH IN LENGTH BRIDGE DECK	8.31
SHUTTER	10.27
UPPER	13.73

EQUIPMENT NUMBERS	
LONGITUDINAL NUMBER	26540.50
SHUTTER DECK	350 x 8 x 75 2100.00
BRIDGE	100 x 8 x 75 750.00
FORECASTLE	100 x 8 x 75 750.00
SALEON	22 x 75 x 5 1650.00
DECKHOUSE ART	3 x 5 x 75 x 5 1125.00
EQUIPMENT NO.	29985-32
	30,149.03

EQUIPMENT	
1 DOWNER ANCHOR STOCKLESS	56 CWT
1 " " " "	55 " 160 CWT
1 " " " "	48 " "
1 STREAM ANCHOR EX-STOCK	15 CWT
1 KEDGE	6 " "
270 PATENT 2 1/2" STUD CHAIN CHOLE	
90 " 1 1/2" STREAM OR 4 1/2" STEEL WIRE	
130 " 4 1/2" STEEL WIRE TOWLINE	
2 @ 90 PATENT 7" HANSELS	
2 @ 90 PATENT 7" HANSELS	

FRAMES IN HOLDS & E & B SPACE  $8 \times 3 \times 48$  BULB ANGLES SPACED 25" APART  
FRAMES IN BUNKS  $8 \times 3 \times 42$  BULB ANGLES SPACED 24" APART IN AFTER PEAK  
AND 21" PEAK FOR STRENGTHENING AGAINST KEE  
BULKHEAD FRAMES SINGLE ANGLE  $5 \times 5 \times 46$  IN MIDSHIP BULKHEADS  
BULKHEADS, MIDSHIPS, UPPER PLATING  $32$ , LOWER PLATING  $34$ , THREE DECKES  $36$   
STIFFENERS DESIGN MAIN DECK  $7 \times 3 \times 44$  BULB ANGLES SPACED 30" APART VERTICALLY  
STIFFENERS IN THREE DECKES  $4 \times 3 \times 34$  ANGLES  
SEWER FRAME (PUMPING) (BOLLERLESS)  $10 \times 7$ , RUDDER POST  $7 \times 7$   
RUDDER AS PER SPECIAL PLAN  
STEM  $10 \times 3 \times 3$   
DUSS PLATING  $70$   
BUTTS OF STEEL TREBLE RIVETED OVERLAPS, QUADRUPLE PER  $\frac{1}{2}$  LENGTH WHERE  $60$  ABOVE  
FLOORS  $38$  FOR  $\frac{1}{2}$  LENGTH TO  $36$  AT ENDS  $48$  IN DOILER SPACE  
FLOORS IN PEAK  $38$ , TERNION PLATE  $46$   
TANK INTERCOSTAL  $26$  FOR  $\frac{1}{2}$  LENGTH TO  $34$  AT ENDS  $46$  IN DOILER SPACE  
REVERSE DECK ON TOP OF FLOORS  $3 \times 3 \times 38$   $46$  IN DOILER SPACE  
DOUBLES ON TOP OF FLOORS UNDER ENGINES & ON DOILER BEARERS  
TANK TOP IN HOLDS  $38$  FOR  $\frac{1}{2}$  LENGTH TO  $34$  AT ENDS  
 $46$  IN ENGINE SPACE  $54$  IN DOILER SPACE  
BUTTS DOUBLE RIVETED OVERLAPS FOR  $\frac{1}{2}$  LENGTH TO SINGLE AT ENDS  
ON TOP CENTRE STIFFENER  $41 \times 48$  FOR  $\frac{1}{2}$  LENGTH TO  $40$  AT ENDS  
 $46$  IN ENGINE SPACE  $54$  IN DOILER SPACE  
BUTTS TREBLE RIVETED OVERLAPS FOR  $\frac{1}{2}$  LENGTH TO DOUBLES AT ENDS  
CONTINUE KEELSON  $44 \times 50$  FOR  $\frac{1}{2}$  LENGTH TO  $40$  AT ENDS  
 $60$  IN DOILER SPACE  
BUTTS TREBLE RIVETED OVERLAPS THROUGHOUT  
CENTRE KEELSON ANGLES  $3 \times 3 \times 48$  FOR  $\frac{1}{2}$  LENGTH TO  $46$  AT ENDS  
IN DOILER SPACE  
ENTER KEELSON  $44 \times 50$  FOR  $\frac{1}{2}$  LENGTH TO  $40$  AT ENDS  
DOUBLES ON TOP OF FLOORS UNDER ENGINES & ON DOILER BEARERS  
TO SINGLE AT ENDS  $48$  IN DOILER SPACE

No 527



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IRVINE'S S.B. & D.D.C.

S.S. N° 527.

AMENDED MIDSHIP  
SECTION.

350' x 49.75' x 25.5' U.D.  
34.08 S.D.R.

"DIGBY"

Report N° 14645.

IONIA

BALTRÖVER

RETAIN

LLOYD'S REGISTER  
RECEIVED  
30 MAY 1932  
Non-IONIA

LLOYD'S REGISTER  
RECEIVED  
LONDON

LLOYD'S REGISTER  
RECEIVED  
22 JUL 1932  
LONDON

8-OCT 1932  
LONDON

LLOYD'S REGISTER  
RECEIVED  
AUG 1932  
WEST HARTLEPOOL

LLOYD'S REGISTER  
RECEIVED  
11 SEP 1932  
LONDON



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