

17.12.23

15-1-24 (10214)

DIMENSIONS.

LENGTH B.P.	244'-0"
BREADTH MLD.	36'-6"
DEPTH MLD, MAIN DECK	18'-1"
DEPTH MLD, RAISED QUARTER DECK	21'-8"

S.S. No 211 12/14

MIDSHIP SECTION

CLASS 100 A.I. LLOYDS

STEEL

SCALE 1/2" = 1 FOOT T.N. 11793



NUMERALS

D	18-08
L x D	4412
L x (B + D)	13318
L D TO MAIN DECK	13-49
L D TO RAISED QR. DK	11-27
d IN WAY OF MAIN DK.	14-95 CORRECTED
d IN WAY OF RAISED QR. DK	18-53

LONGITUDINAL NUMBER	13318
RAISED QUARTER DECK 186-52 x 3-58	668
FORECASTLE 27-48 x 7-1/4	144
HOUSES 50 x 8 x 5	200

EQUIPMENT No = 14330

FRAMES - IN WAY OF MAIN DECK $7\frac{1}{2} \times 3 \times 38$ B.A. SPACED 24' APART
IN WAY OF RAISED QR. DECK $8\frac{1}{2} \times 3 \times 40$ B.A. + .06 IN BOILER SPACE
PERMANENT BUNKERS

FRAMES IN PEAKS - $5\frac{1}{2} \times 3 \times 30$ BULB ANGLES

FRAMES INSIDE TANK - ON SOLID FLOORS $3 \times 3 \times 32$ FORE & AFT
DOUBLED FROM $\frac{3}{4}$ L FORWARD TO RULE POSITION OF COLLISION B.H.D.
OR 5×5 SINGLE WITH 2 COMPLETE ROWS OF RIVETS

REVERSES INSIDE TANK - ON SOLID FLOORS $3 \times 3 \times 32$
IN BOILER SPACE $3 \times 3 \times 42$
DOUBLE IN ENG. SPACE UNDER BOILER BEARERS & UNDER THRUST RECESS

INTERMEDIATE FRAMES IN TANK - $6 \times 3 \times 34$ O.A. + .44 IN BOILER SPACEINTERMEDIATE REVERSES IN TANK - $5\frac{1}{2} \times 3 \times 34$ IN BOILER SPACE .44FORECASTLE DK STRINGER 23×30 FORECASTLE DK STRINGER ANGLE $3 \times 3 \times 30$

FORECASTLE SIDE PLATING .31

FORECASTLE DK TIE PLATING 7×30

QUARTER DECK PLATING .30

QUARTER DECK STRINGER
PLATE 60×3 FOR $\frac{1}{2}$ L
TO 31×34 AT ENDS
AND AS PER DECK PLAN

THROUGH BEAMS B.A. $6\frac{1}{2} \times 3\frac{1}{2} \times 40$ MIDSHIP LENGTH UNDER 36 FEETHALF BEAMS IN WAY OF HATCHES O.A. $4 \times 3\frac{1}{2} \times 34$ HALF BEAMS IN WAY OF CASING O.A. $4\frac{1}{2} \times 3 \times 35$ HATCH END BEAMS B.A. $6\frac{1}{2} \times 3\frac{1}{2} \times 40$

BREADTH OF FLANGES OF BEAMS TO SUIT RIVETS

ORDINARY KNEES $19\frac{1}{2} \times 38$ 5-3/4 RIVETS
LARGE KNEES 42×38 10-3/4 RIVETS
FITTED EVERY 4TH BEAM
KNEE FLANGED

SHEERSTRAKE 46×52 FOR $\frac{1}{2}$ L TO 39 AT ENDSSTRINGER ANGLE $5 \times 5 \times 52$ INCREASED AT BREAK TO 7×58 $5\frac{1}{2}$ LAP $\frac{3}{4}$ RIVETS IN WAY OF MAIN DECK

DOUBLE RIVETTED

 63×48 FOR $\frac{1}{2}$ L TO 39 AT ENDS

DOUBLE RIVETTED

 $5\frac{1}{2}$ LAP $\frac{3}{4}$ RIVETS IN WAY OF MAIN DECK

DOUBLE RIVETTED

44 FOR $\frac{1}{2}$ L TO 39 AT ENDS

DOUBLE RIVETTED

 $4\frac{1}{2}$ LAP $\frac{3}{4}$ RIVETS

DOUBLE RIVETTED

 $4\frac{1}{2}$ LAP $\frac{3}{4}$ RIVETS

DOUBLE RIVETTED

 $4\frac{1}{2}$ LAP $\frac{3}{4}$ RIVETS

DOUBLE RIVETTED

 $4\frac{1}{2}$ LAP $\frac{3}{4}$ RIVETS

DOUBLE RIVETTED

 $4\frac{1}{2}$ LAP $\frac{3}{4}$ RIVETS

DOUBLE RIVETTED

 $4\frac{1}{2}$ LAP $\frac{3}{4}$ RIVETS

DOUBLE RIVETTED

 $4\frac{1}{2}$ LAP $\frac{3}{4}$ RIVETS

DOUBLE RIVETTED

 $4\frac{1}{2}$ LAP $\frac{3}{4}$ RIVETS

DOUBLE RIVETTED

 $4\frac{1}{2}$ LAP $\frac{3}{4}$ RIVETS

DOUBLE RIVETTED

RIVETTING - SHELL PLATING FROM KEEL TO UPPER TURN OF BILGE
OVERLAP BUTTS THROUGHOUT TREBLE FOR $\frac{1}{2}$ L MIDSHIPS
TO DOUBLE AT ENDS
SHELL PLATING FROM UPPER TURN OF BILGE TO STRAKE
BELOW SHEERSTRAKE TREBLE FOR $\frac{1}{2}$ L MIDSHIPS
TO DOUBLE AT ENDS
BUTTS OF SHEERSTRAKE STRAKE BELOW & STRINGER PLATES
TREBLE FOR $\frac{1}{2}$ L MIDSHIPS TO DOUBLE AT ENDS
STRINGER QUADRUPLE - AS PER DECK PLAN

EQUIPMENT (p)

2 BOWERS	STOCKLESS	50 1/2 CMTS. EACH
1 BOWER	STOCKLESS	26 CMTS
1 STREAM	EX STOCK	7 1/4 CMTS
240 FATHOMS	1 1/4" STUD CHAIN CABLE	
75 FATHOMS	3 3/4" STEEL WIRE (STREAM)	
90 FATHOMS	10" HEMP TOWLINE OR 3/4" STEEL WIRE	
2 @ 90 FATHOMS	6" HANSEY OR 2 1/4" STEEL WIRE	
2 @ 90 FATHOMS	5" WARP OR 1 3/4" STEEL WIRE	

MIDSHIP BULKHEADS - PLATING .32 STIFFS $8 \times 3 \times 42$ B.A. 30' APARTTANK TOP - .32 FOR $\frac{1}{2}$ L MIDSHIPS TO .30 AT ENDS. IN ENG. ROOM .38BREAK BULKHEAD - .34 COAMING .38 O.A. STIFFENERS $3\frac{1}{2} \times 3 \times 36$ SPACED 30' APART. 3 RIVETS IN LUGS

FLOORS - .32 IN BOILER SPACE .42 SOLID ON EVERY SECOND
FRAME AND UNDER ENGINES, BOILER BEARERS, BULKHEADS
& FROM $\frac{3}{4}$ L FORWARD TO COLLISION B.H.D. PARTIAL SOLID
FLOORS UNDER THRUST. WATERTIGHT FLOORS + .08

SKELETON FLOORS - ON ALTERNATE FRAMES. FLANGED. THICKNESS OF SOLID FLOORS

CENTRE GIRDER 35×42
FOR $\frac{1}{2}$ L - 36 AT ENDS
IN BOILER SPACE 52
BUTTS TREBLE TO DOUBLE

TANK TOP CENTRE STRAKE
 43×38 FOR $\frac{1}{2}$ L TO 34 AT ENDS
IN BOILER SPACE 48
BUTTS DOUBLE SEAMS SINGLE

TANK MARGIN 33×36
IN BOILER SPACE 46
BUTTS DOUBLE
OUTSIDE LUG $3 \times 3 \times 32$ B.S. 42

TANK MARGIN ANGLE $3 \times 3 \times 40$ THROUGHOUT

TWO STRAKES 44 FOR $\frac{1}{2}$ L TO 39 AT ENDS. MIDSHIP
THICKNESS
TO COLLISION BULKHEAD

GARBOARD STRAKE
 44 FOR $\frac{1}{2}$ L TO 39 AT ENDS.
44 TO COLLISION B.H.D.

KEEL PLATE 44×53
FOR $\frac{1}{2}$ L - 49 AT ENDS
BUTTS TREBLE THROUGHOUT
5/8 SEAMS DOUBLE RIVETTED
7/8 RIVETS

STEM BAR $7\frac{1}{2} \times 1\frac{1}{8}$
STERN POST $7 \times 5\frac{1}{4}$
RUDDER POST $6\frac{1}{2} \times 5\frac{1}{2}$

17.12.23 2020

Lloyd's Register Foundation

003525-003532-0086

Messrs. Caring Taylor & Co.

No. 211 & 214.

Mix: Sec:

Endowment No. 214

S.S. Paddington (No. 211)
MDB. RPT. No. 11941
(Subord)

S.S. Paddington (No. 211)
MDB. RPT. No. 11960
(F.E.)

S.S. Launton (No. 214)
MDB. RPT. No. 12004
(F.E.)



Eastwood

Ann

Howe Eastwood



© 2020

Lloyd's Register
Foundation

003525-003532-0086