

BUILDER JOHN READEAD & SONS L^{TD} WEST DOCKS, SOUTH SHIELDS.
MAIN ENGINE BY HATHORN LESLIE (ENGINEERS) NEWCASTLE UPON TYNE
OPPOSED PISTON 4 CYLINDER - 670MM DIA. x 2320MM STROKE.
2 SCOTCH BOILERS 15"6" DIA. x 11"9 LONG x 110LBS/12"
OIL BURNING CONSUMPTION 18 TONS/DAY
2 STEAM WARNING CAPTAINS 8"10" BY CLARKE CHAPMAN & CO L^{TD}, GATESHEAD.
STEAM WINCHES: TOTALLY ENCLOSED, SILENT RUNNING, SPLASH LUBRICATED
BY CLARKE CHAPMAN & CO L^{TD}, GATESHEAD

6 @ 8" x 12"	95 CWTs.	@ 140 FT/MIN	IN DOUBLE GEAR
	47 1/2 "	@ 280 "	" SINGLE "
6 @ 8" x 12"	70 "	@ 140 "	" DOUBLE "
	35 "	@ 280 "	" SINGLE "

MASTS.					
MAST	MAX. DIAM.	HEEL DIAM.	MOVING	2ND DECK TO HORNDS	UPPER DECK TO HORNDS
FORE MAST.	32"	37"	10'-6"	53'-6"	43'-0"
AFTER MAST	32"	32	10'-0"	57'-0"	46'-6"

HEIGHT OF FORE MAST ABOVE KEEL WITH TOP MAST REMOVED	= 80'-9"
" " AFTER MAST	" " " " = 81'-10"
" " TOP OF FORE TOP MAST ABOVE KEEL	" " " " = 114'-9"
" " " " AFTER	" " " " = 115'-10"
" " " " FUNNEL ABOVE KEEL	" " " " = 95'-0"

MANCHESTER SHIP CANAL
MAXIMUM ALLOWABLE HEIGHT = 70'-0" TO 73'-0" ABOVE WATERLINE

SCALE :- $\frac{1}{16}" = 1 \text{ FOOT}$

LENGTH O.A.	477'-10 1/4"
LENGTH B.P.	450'-0"
BREADTH MOULDED	58'-3 1/2"
DEPTH MOULDED TO UPPER DECK	32'-2"
DEPTH MOULDED TO SECOND DECK	21'-8"
GROSS TONNAGE	7440-13
NETT TONNAGE	4333 G8
OFFICIAL NUMBER	187620
PORT OF REGISTRY.	LONDON
REGISTERED DIMENSIONS	459'-8" x 58'-5" x 28'-3"
SERVICE SPEED	13 1/4 KNOTS ON 4200 BHP AT 113 REVS/MIN.
CONSUMPTION.	18 TONS O.F. PER DAY
SIGNAL LETTERS	G.W.S.N.

LIST OF DERIVKS						
POSITION	READ	CENTRE	LENGTH	MORNING		
NRI MAIN MAST	(P)	12° 12'	12° 50'	7	TON	
2	(S)	11° 23'	50° 0'			
3	(S)	12° 14'	55° 0'			
4	(S)	12° 14'	55° 0'	10		
5	CENTRE	14° 16'	58° 0'	5		
6 DERICK POST	(P)	10° 14'	41° 0'	5		
7	(S)	10° 14'	41° 0'	5		
8 SINGLE SECTION DERICK (AT C)	8° 30'	20° 0'		5		
9 DERICK POST	(P)	9° 10'	41° 0'	5		
10	(S)	9° 10'	41° 0'	5		
11	(P)	12° 14'	55° 0'	5		
12	(S)	12° 14'	55° 0'	5		
13 FORE MAST	(P)	14° 16'	58° 0'	10		
14	(S)	14° 16'	58° 0'	10		
15 " " CENTRE	22° 28'	22° 28'	60° 0'	50		
16	(P)	12° 14'	55° 0'	7		
17 "	(S)	12° 14'	55° 0'	7		

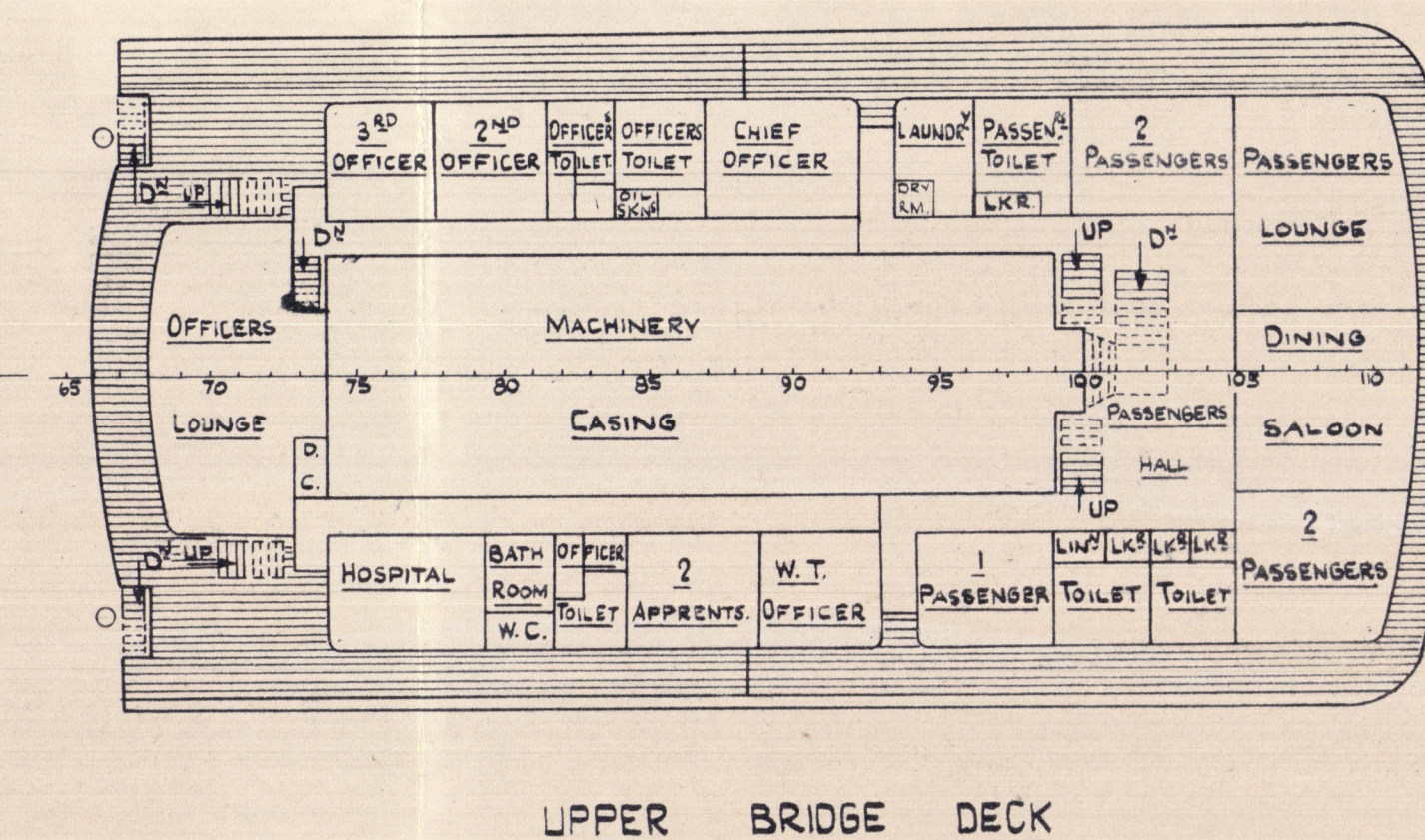
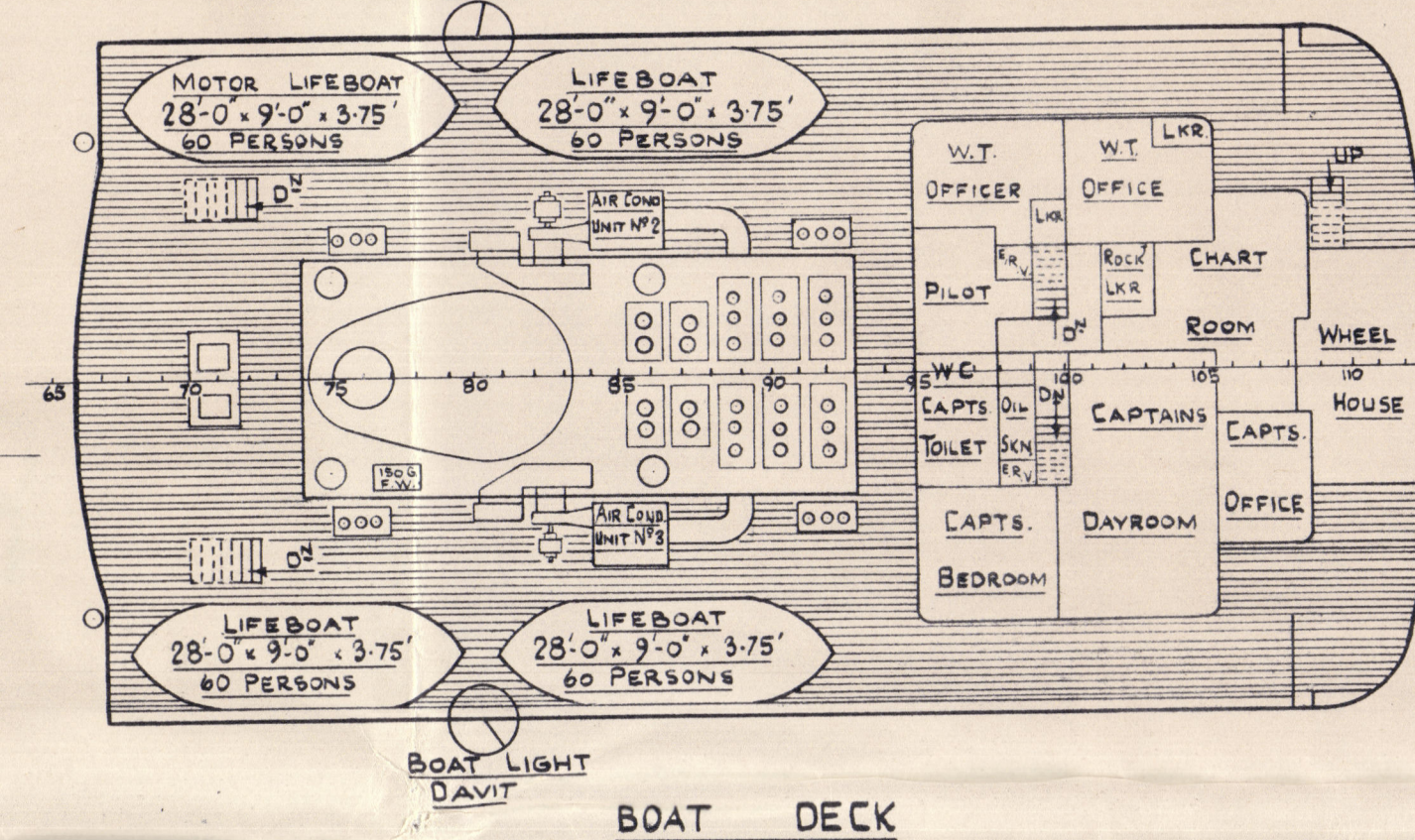
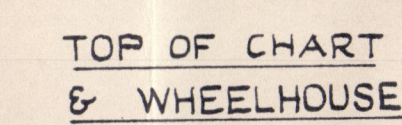
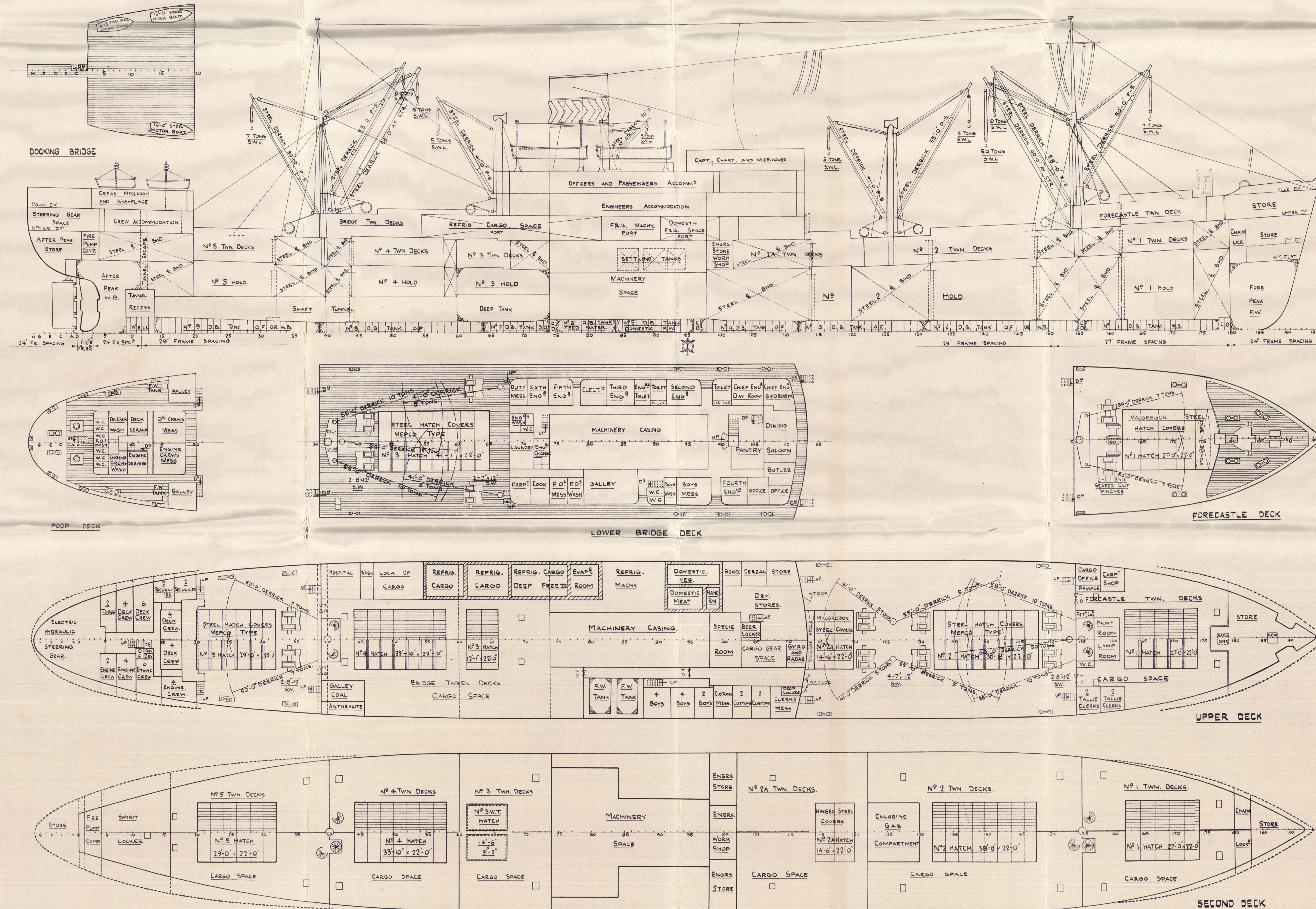
ALL DERIVKS OF TUBULAR STEEL

TRIMMING		TABLE		EFFECT OF FILLING W.B. TANKS AT ABOUT 10% V.EAL DRAFT			
FILLING	N ^o 1 TANK.	RISES	ART	5 1/2"	SINKS	FORD	9 1/2"
"	" 2	"	"	"	6 1/8"	"	15 1/2"
"	" 3	"	"	"	"	"	"
"	" 4	"	"	"	"	"	"
"	" 5	"	"	"	5"	"	2"
"	" 6	"	"	"	1 1/2"	"	7"
"	" 7	"	"	"	"	"	"
"	" 8	"	"	"	5 7/8"	RISES	" 1"
"	" 9	"	"	"	19 1/8"	"	5"
"	" 10	"	"	"	10 1/8"	"	"
FORE PEAK		RISES	"	8 3/8"	SINKS	"	13 1/2"
AFTER PEAK		SINKS	"	9 3/8"	RISES	"	5 1/2"
DEEP TANK		"	"	5 1/8"	"	"	11 1/2"
E.T. TANKS P/B		"	"	"	1 1/2"	SINKS	"
EFFECT OF 100 TONS PLACED AT		ALMOST		LOAD DRAFT		OF HOLDS	
PLACED IN N ^o 1 HOLD		RISES	ART	3 1/2"	SINKS	FORD	7 1/2"
"	" 2	"	"	"	"	"	"
"	" 3	"	"	"	4 1/8"	RISES	" 1"
"	" 4	"	"	"	5 1/8"	"	14"
"	" 5	"	"	"	"	"	33"
TONS PER INCH AT MOST LOAD DRAFT = 1.5 TONS AT MOST LIGHT DRAFT							
MOMENT TO CHANGE TRIM 1" = 100 TONS AT MOST LOAD DRAFT							
				= 5 L/TI		LIGHT	

WATER BALCAST		FRESH WATER AND OIL FUEL			
TANK	FRAMES	LENGTH	TONS	TONSD	Y.C.G.
Nº1 DOUBLE BOTTOM	68-78	45'-6"	13.5W	238	197
"	121-135	57'-4"	269.8W	338	197
"	"	"	"	219	197
"	97-112	36-3"	"	185	211
"	84-96	29'-0"	162FW	"	214
"	75-84	21'-9"	117FW	"	266
"	64-74	24'-2"	"	111	210
"	39-64	6'-0"-5"	"	196	188
"	14-39	6'-0"-5"	125WB	13	242
TOTAL D.B. TANKS			780	1063	
CLEAN HEAVY OIL FUEL				9 26'-78	230
				8 26'-78	128
DIRTY				9 26'-80	100
LUB & PISTON OIL				7 27'-00	100
BOILER OIL				68 26'-78	400
DIRTY DIESEL OIL FUEL				9 27'-00	127
CLEAN				9 27'-00	230
FORE PEAK			129FW	1500	2070
AFTER PEAK			9WB	18 05-10	100
DEEP TANK			105WB	19-35	480
TOTAL TANKS			1261	1932	
GRAND TOTAL			2041	1121 1/2	

CAPACITIES OF HOLDS, TWEEN DECKS AND STORES (INCLUDING HATCHWAYS)		WEIGHTS		VOLUME	
COMPARTMENT.	FRAMES	LENGTH	BULK IN CU. FT.	BULK IN CU. M.	WGT. OF AIRSPACE PER TON
Nº 1 HOLD	155-180	56'-3"	83045	49352	17.08 168.907
- 2	39-185	37'-1"	154310	4 8240 130	77.307
- 3 DEEP TANK	60-74	33'-10"	134555	322100	14.12 68.674
- 4	40-60	46'-4"	46750	42260	14.79 106.224
- 5	12-40	67'-8"	40265	35 825	16.85 159.342
TOTAL HOLDS			237239	95245	
Nº 1 TWIN DECKS	85-180	56'-3"	26365	23245	33.91 69.427
- 2	121-185	75'-1"	49425	32583	30.58 97.435
- 3	102-122	46'-4"	239270	26750	28.41 41.205
- 4	60-74	33'-10"	20225	18605	28.40 98.054
- 5	40-60	46'-4"	28455	26275	28.20 109.704
- 6	16-40	58'-0"	30335	27335	30.31 161.414
FORECASTLE TWIN DXS.	154-178	56'-3"	19235	16735	44.38 72.707
Nº 4 BRIDGE TWIN DXS.	39-78	96'-8"	37275	2935	39.08 76.874
SPIRIT LOCKER	4-16	25'-8"	8910	8200	6.02 2035.94
SPEEIE ROOM	98-103	12'-1"	2175	1875	37.83 12977
LOCK UP STORE (N)	47-59	18'-4"	2220	1875	39.07 107.244
CARGO GEAR SPACE (S)	103-103	14'-6"	1330	1130	37.96 24.967
TOTAL UNBALLASTED TWIN DXS.			247290	122 1935	
Nº 1 REFRIG. CARGO	83-87	15'-6"	1175	950	35.04 90.204
- 2	61-68	16'-0"	1340	1100	37.73 74.104
- 3	68-77	21'-9"	1755	1440	34.48 84.804
DOMESTIC MEAT ROOM	91-102	14'-7"	850	660	37.50 24.04
- " Veg. "	91-102	6'-3"	1080	820	37.02 0.807
- " HANDS "	10-102	21'-9"	340	235	37.52 8.007
TOTAL REFRIG. SPACES			6540	5195	
TOTAL TWIN DXS.			253830	277 330	
TOTAL HOLDS & TWIN DXS.			693 595	525 3735	
AFT. PEAK STORE	STERN-1	19'-3"	2870	2 315	31.06 229.704
FORE PEAK STORE	183-STEM	24'-0"	4420	3850	37.00 214.004
FORECASTLE STORE	179-STEM	33'-3"	5760	5040	40.74 709.347
TOTAL STORES			13330	11505	
GRAND TOTAL			596 555	536 880	

FRESH WATER TANKS			
2 FRESH WATER TANKS	IN BRIDGE TANKS	4,000 GALLS EACH	= 17.85 TONS EACH
2 "	ON POOP DECK	30 "	= 0.134 TONS "
1 "	"	150 "	= 0.87 TONS "
1 "	BOAT DECK	30 "	= 0.134 TONS "
"	IN COOLING CHAMBER	30 "	"
FORE PEAK	FRESH WATER	"	= 129 TONS
Nº 6 DOUBLE BOTTOM	FEED WATER TANK	"	= 117 TONS
Nº 5 "	FRESH WATER "	"	= 162 TONS

[illegible]

THE INFORMATION ON THIS PLAN
IS GIVEN IN ALL GOOD FAITH BUT
IS WITHOUT GUARANTEE OF ACCURACY

JOHN READHEAD & SONS LTD,
WEST DOCKS,
SOUTH SHIELDS.

JOHN READHEAD &
SONS LTD.

YARD No 592

CAPACITY PLAN

SEISTAN
NEWCASTLE on Tyne
Report No. 114638
YARD No 592

RETAIN



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