

S. S. "DALBLAIR" & "DALCAIRN"
MIDSHIP SECTION.
SCALE $\frac{1}{2}$ = ONE FOOT.

DIMENSIONS 405'-0" x 53'-10" x 27'-3" & 35'-0" TO UPPER DECK.

TO CLASS LLOYDS 100 A1 WITH FREEBOARD (CORRESPONDING TO THAT OF A C.S.S. VESSEL WITH TONNAGE OPENING)

NOTE:- ALL BULB ANGLES EXCEPT 12" B.A. FOR MAIN FRAME ARE SHOWN FOR 1904 BRITISH STANDARDS. 12" BULB ANGLES ARE ALL TO THE 1924 STANDARD SECTIONS.

NUMERALS:- FIRST LONGITUDINAL NUMBER $L \times D = 405 \times 35.25 = 14276$
SECOND " " " " $L \times (B+D) = 405 \times (53.83 + 35.25) = 36077$

STEM $10\frac{3}{4} \times 3\frac{1}{2}$ RUDDER POST $9 \times 7\frac{3}{4}$ STERNPOST $10\frac{1}{2} \times 7\frac{3}{4}$

FRAMING:- FRAMES SPACED 30' APART EXCEPT FOR $\frac{1}{2}$ " LEN. FOR 2' WHERE THEY ARE SPACED 27' APART & IN PEAKS WHERE THEY ARE 24' APART.
FRAMES IN HOLDS $12 \times 3\frac{1}{2} \times 45$ B.A. IN DEEP TANK $12 \times 3\frac{1}{2} \times 52$ B.A. & IN PERMANENT BUNKERS & BOILER ROOM $12 \times 3\frac{1}{2} \times 55$ B.A. FRAMES IN WAY OF BUNKER PLAT $9 \times 3\frac{1}{2} \times 60$ B.A. IN ENGINE ROOM, & $9 \times 3\frac{1}{2} \times 66$ B.A. IN BUNKERS. FRAMES IN PEAKS $7 \times 3 \times 47$ B.A. FRAMES EXTEND FROM TURN OF BILGE TO 2ND DECK. FRAMES AT TURN OF BILGE $3\frac{1}{2} \times 3\frac{1}{2} \times 44$ ANGLE. TWEEN DECKS $6\frac{1}{2} \times 3\frac{1}{2} \times 42$ B.A. ON ALTERNATE FRAMES AT 30' FR. SPACING. 44' AT 27' FR. SPACING ON EVERY FRAME.
- INTERMEDIATE FRAMES $4\frac{1}{2} \times 3 \times 34$ ANGLE FOR 2' OF $\frac{1}{2}$ " LEN. IN WAY OF 30' FRAME SPACING.
- FRAMES ABOARD $5 \times 3\frac{1}{2} \times 32$ ANGLE ON ALTERNATE FRAMES. ALL INTERMEDIATE FRAMES SCARPHED TO MAIN FRAMES.

DOUBLE BOTTOM:- CENTRE GIRDER 43×55 FOR $\frac{1}{2}$ " LEN. TO 45' AT ENDS. 61' IN BOILER RM. CENTRE GIRDER TOP ANGLE $3\frac{1}{2} \times 3\frac{1}{2} \times 53$ FOR $\frac{1}{2}$ " LEN. TO 49' AT ENDS. 63' IN BOILER ROOM.
- BOTTOM ANGLE $4\frac{1}{2} \times 4 \times 59$ FOR $\frac{1}{2}$ " LEN. TO 55' AT ENDS.
- VERTICAL ANGLE $3\frac{1}{2} \times 3\frac{1}{2} \times 43$ (SINGLE). 55' IN BOILER ROOM.

DOUBLE VERTICAL ANGLE UNDER MACHINERY SPACE, THRUST BLOCK & BOILER BEARERS.
SIDE GIRDER 41' IN HOLDS & ENGINE ROOM. 51' IN BOILER ROOM.
- TOP & BOTTOM ANGLE $3\frac{1}{2} \times 3\frac{1}{2} \times 43$. TOP ANGLE IN BOILER ROOM $3\frac{1}{2} \times 3\frac{1}{2} \times 53$.
- VERTICAL ANGLE $3 \times 3 \times 39$. 49' IN BOILER ROOM.

FLOORS:- SOLID ON EVERY FRAME FORWARD OF $\frac{1}{2}$ " LEN. IN ENGINE SPACE & UNDER BOILER BEARERS. EVERY 30' FRAME ELSEWHERE. 41' IN HOLDS & ENGINE RM. 51' IN BOILER RM. WT. FLOORS INCREASED .08" & STIFFENED.
FRAMES ON SOLID FLOORS $3\frac{1}{2} \times 3\frac{1}{2} \times 43$. 5' 5×45 FOR 2' OF $\frac{1}{2}$ " LEN.
REVERSE FRAMES ON SOLID FLOORS $3\frac{1}{2} \times 3\frac{1}{2} \times 43$. 55' IN BOILER ROOM. 5' $3\frac{1}{2} \times 43$ IN ENGINE SPACE & THRUST RECESS (DOUBLE) 5' $3\frac{1}{2} \times 53$ UNDER BOILER BEARERS (DOUBLE)

MARGIN PLATE $3\frac{1}{2} \times 53$ (EX-FRAME) IN HOLDS & ENGINE ROOM. 69' IN BOILER ROOM.
- SHELL ANGLE $3\frac{1}{2} \times 3\frac{1}{2} \times 53$ IN HOLDS & ENGINE ROOM. 63' IN BOILER ROOM.
- VERT. ANGLE OUTSIDE $5 \times 5 \times 47$. 57' IN B.S. INSIDE $5 \times 3\frac{1}{2} \times 44$. 54' IN B.S.

TANK TOP PLATING:- CENTRE STRAKE 64×51 FOR $\frac{1}{2}$ " LEN. TO 43' AT ENDS. 67' IN BOILER ROOM. REMAINDER 43' FOR $\frac{1}{2}$ " LEN. TO 39' AT ENDS IN HOLDS. 51' IN ENGINE ROOM. 67' IN BOILER ROOM.
SHELL CONNECTION ANGLES IN DOUBLE BOTTOM TO BE COVERED WITH CEMENT.

RIVETING NOTE.

KEEL PLATE BUTTS OVERLAPPED & QUADRUPLE RIVETED FOR $\frac{1}{2}$ " LEN. TO TREBLE AT ENDS.
SHEERSTRAKE BUTTS OVERLAPPED & QUADRUPLE RIVETED FOR $\frac{1}{2}$ " LEN. TO TREBLE AT ENDS.
STRAKE BELOW SHEERSTRAKE BUTTS OVERLAPPED & QUADRUPLE RIVETED FOR $\frac{1}{2}$ " LEN. TO TREBLE AT ENDS.
REMAINDER OF SHELL PLATING BUTTS OVERLAPPED & TREBLE RIVETED THROUGHOUT.
CENTRE GIRDER BUTTS OVERLAPPED & TREBLE RIVETED THROUGHOUT.
TANK TOP CENTRE STRAKE BUTTS OVERLAPPED & TREBLE RIVETED FOR $\frac{1}{2}$ " LEN. TO DOUBLE AT ENDS WHERE NOT EXCEEDING 48'.
REMAINDER OF TANK TOP PLATING BUTTS OVERLAPPED & DOUBLE RIVETED FOR $\frac{1}{2}$ " LEN. TO SINGLE AT ENDS.
TREBLE RIVETED IN ENGINE ROOM.
MARGIN PLATE BUTTS OVERLAPPED & TREBLE RIVETED THROUGHOUT.
2ND DECK STRINGER PLATE BUTTS OVERLAPPED & DOUBLE RIVETED THROUGHOUT.
2ND DECK PLATING BUTTS OVERLAPPED & DOUBLE RIVETED FOR $\frac{1}{2}$ " LEN. TO SINGLE AT ENDS.
UPPER DECK STRINGER PLATE BUTTS OVERLAPPED & TREBLE RIVETED FOR $\frac{1}{2}$ " LEN. TO DOUBLE AT ENDS WHERE NOT EXCEEDING 42'.
UPPER DECK PLATING BUTTS OVERLAPPED & DOUBLE RIVETED FOR $\frac{1}{2}$ " LEN. TO SINGLE AT ENDS WHERE NOT EXCEEDING 42'.
SHELL PLATING LANDINGS AS MARKED ON SECTION.
TANK TOP PLATING LANDINGS AS MARKED ON SECTION.
DECK PLATING & STRINGERS LANDINGS SINGLE RIVETED THROUGHOUT.

EQUIPMENT.

EQUIPMENT NUMERAL:- 2ND LONGITUDINAL NUMBER = 35976
ADD:- E & B CASINGS $65 \times 7.5 \times 5$ = 244
BALCON HOUSE $22.5 \times 7.5 \times 5$ = 84
36204

2 BOWER ANCHORS (STOCKLESS) EACH 63 $\frac{3}{4}$ CWTs.

1 ANCHOR (") 54 $\frac{1}{2}$ "

1 STREAM (") 30 "

270 FATHOMS 2 $\frac{1}{2}$ STUD CHAIN CABLE.

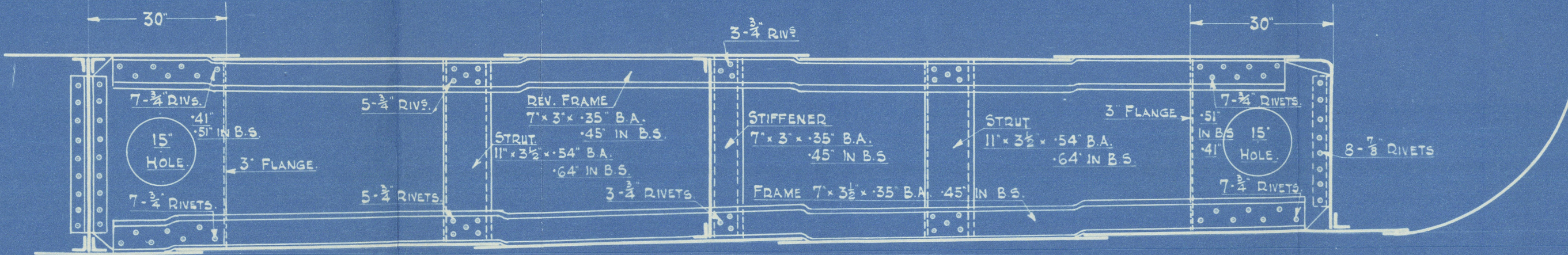
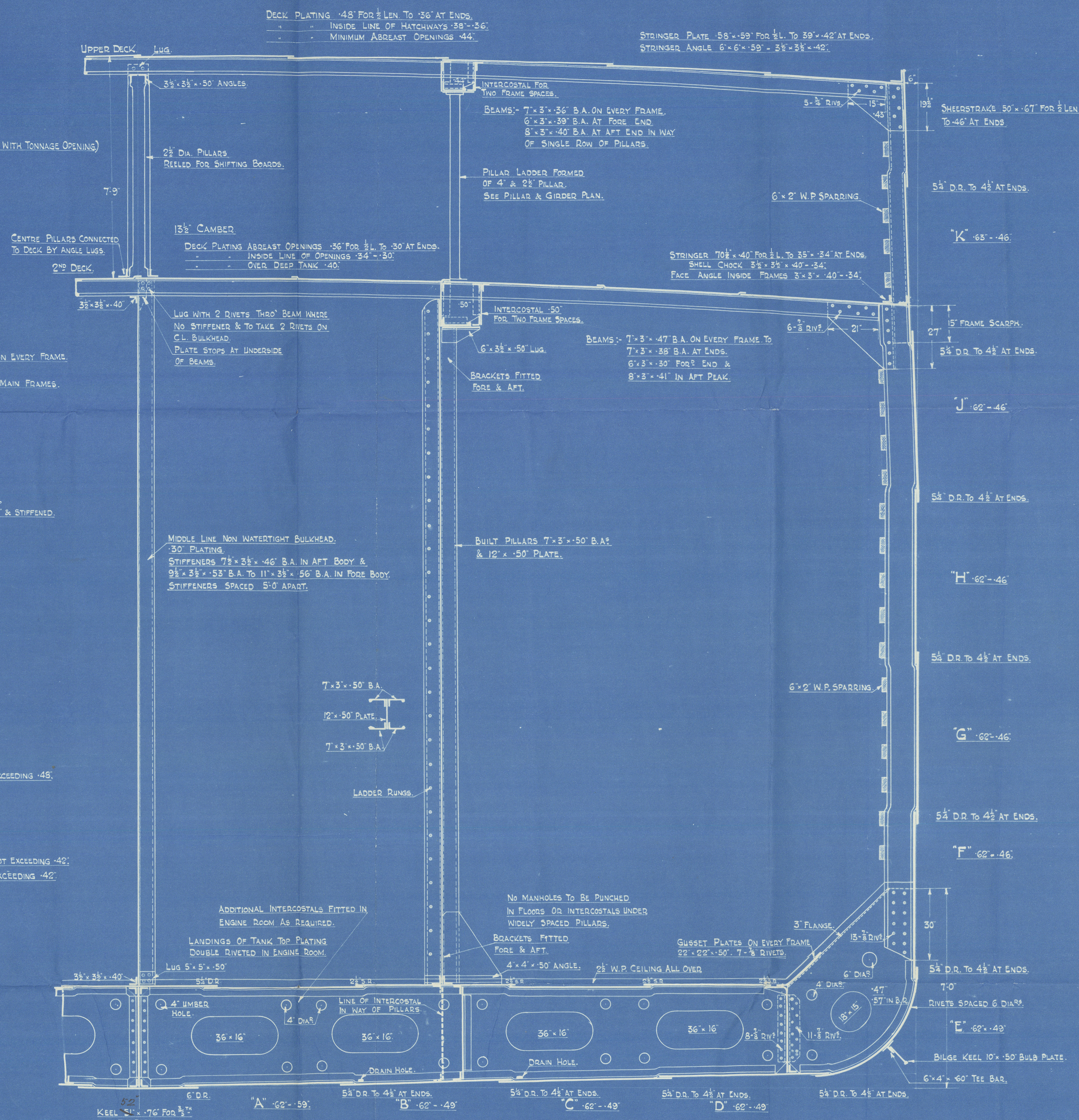
90 " 1 $\frac{1}{2}$ STUD LINK STREAM CHAIN.

120 " 5 STEEL WIRE TOWLINE.

2 AT 90 FATHOMS 8" MANILLA HANGERS.


2 " 90 " 7" WAPPS.

OTHER HANGERS AS PER OWNERS SPECIFICATION.



SECTION THRO' BRACKET FLOOR.

MIDSHIP. SECTION OF SHIP AS
BUILT. ✓

SCOTT'S. S. B AND E. CO'S. 
No 528. "DALBLAIR"

GRK. RPT. NO. 18601.

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