

# NUMERALS

48.79 10.2 DEPTHS TO B.D.  
26.70 12.9 DEPTHS TO U.D.  
75.49 = 1<sup>ST</sup> N°  
347  
26195 = 2<sup>ND</sup> N°  
d = 23.37.

# MIDSHIP SECTION.

S. N° 449.

DIMENSIONS AS PER RULE.  
LENGTH 347.00  
BREADTH 48.79  
DEPTH 26.70  
CLASS 100A.I.

JOHN READHEAD & SONS LTD  
SHIPBUILDERS & ENGINEERS.  
SOUTH SHIELDS.

## BRIDGE DECK.

BRIDGE DECK PLATING 38 IRON, DOUBLE RIVETED OVERLAPS.  
FORECASTLE " " 26 STEEL SINGLE " " SHEATHED WITH 2 1/2 PITCH PINE.  
POOP " " 5/16 IRON " " " "

## UPPER DECK.

DECK PLATING UNDER BRIDGE 32 STEEL, IN WELLS 42 - 36 IRON  
POOP & F.C.E. 32  
OVERLAPPED BUTTS, DOUBLE RIVETED FOR 1/2 LEN, SINGLE AT ENDS

## EQUIPMENT N° 27290.

3 BOWER ANCHORS (STOCKLESS) 48 3/4 CWTs, COLL. 139 CWTs.  
1 STREAM 13 CWTs, EX STOCK  
1 KEDGE 5 1/2 " "  
270 FATHOMS 2" STUD CHAIN CABLE.  
90 42 STEEL WIRE (STREAM)

TOWLINES, HAWSERS & WARPS AS PER RULE.

FRAMES. BETWEEN END BHP SPACED 28" APART CR TO CR, OF BULB ANGLES 11.32.64 EXTENDING TO UPPER DECK, AT EVERY FRAME, FRAMES IN WAY OF ERECTIONS 51.32.42 ANGLES, SCARPHED 18 ON TO BULB ANGLE FRAME IN PEAKS, SPACED 26 APART. FRAMES 51.32.38, REVERSE FRAMES 31.32.38 FORMING A 6" GIRDER. REVERSE FRAMES TO EXTEND TO UPPER DECK ON EVERY FRAME IN WAY OF AFTER PEAK. TO FORECASTLE DECK & UPPER DECK ALTERNATELY AT FORE PEAK.

BOTTOM FRAMES BETWEEN 3/5 LEN FOR " & COLLISION BHP TO BE DOUBLED

REVERSE FRAMES DOUBLE ACROSS TOP OF FLOORS IN ENGINE & BOILER SPACE.

FLOORS 38-36 ON ALTERNATE FRAMES, EXCEPT IN ENGINE & BOILER SPACE & FORWARD OF 3/5 LENGTH, WHERE THEY ARE TO BE ON EVERY FRAME, ALSO AT ENDS OF VESSEL.  
50 UNDER ENGINES, ON EVERY FRAME.  
30.58 IN BOILER SPACE

## BULKHEADS.

AMIDSHIPS PLATES 34 AT BOTTOM, 30 AT DECK, STIFFENED VERTICALLY BY 10.32.54 B.A., SPACED 30 APART, KNEED TOP & BOTTOM. SINGLE ANGLE 31.32.34 TO DECK, SINGLE. SINGLE 5.5.48 TO SHELL & DOUBLE BOTTOM. COLLISION BHP FOR PLATES 38 AT BOTTOM, 30 AT DECK, STIFFENED VERTICALLY 9.3.50 B.A., SPACED 24 APART, KNEED TOP, HORIZONTAL STIFF 8.1.31.42 B.A. SPACED 48 APART & BRACKETED TO SHELL, SINGLE ANGLE TO SHELL & DOUBLE BOTTOM 5.5.54, SINGLE ANGLE TO DECK 4.4.36.  
AFTER PEAK BHP PLATES 36 STIFFENED VERTICALLY BY 9.3.50 B.A. SPACED 24 APART, KNEED TOP & BOTTOM, HORIZ. STIFF 7.1.31.42 B.A. SPACED 48 APART & BRACKETED TO SHELL, SINGLE ANGLE TO SHELL 5.5.50, SINGLE ANGLE TO DECK 31.32.36.  
OTHER BULKHEADS ACCORDING TO DEPTH.

## SHAFT TUNNEL.

PLATES 34 THICK, TOP PLATING UNDER HATCHWAYS 44. IN LIEU OF WOOD SHEATHING, TUNNEL RINGS 31.32.44 ANGLES SPACED 2 FRAME SPACES APART.

## INNER BOTTOM.

CENTRE STRAKE 70.44-38, OVERLAPPED BUTTS, TREBLE RIVETED FOR 1/2 LEN, DOUBLE AT ENDS  
HOLDS 40.36 " " DOUBLE " " SINGLE " "  
N°1 HOLD FOR FLOORS ON EVERY FRAME 36 " " SINGLE " "  
ENGINE SPACE 88-48 " " DOUBLE " "  
(NO DOUBLE BOTTOM IN BOILER SPACE)

## FORGINGS &c.

STERN FRAME PROP POST 10.62 CAST STEEL  
RUDDER 9.62  
STEM BAR 10.24  
RUDDER FRAME (AS PER TABLES 22, 23, 24) FORGED IRON.

OPEN BOTTOM IN BOILER SPACE.

NOTE: IN ADDITION TO ABOVE, FOUR STRAKES OF SHELL PLATING TO BE INCREASED .04 IN THICKNESS FROM 3/8 LENGTH FORWARD TO COLLISION BHP, IN VIEW OF FRAME SPACING BEING 28"

NOTE: FORWARD OF 3/5 LEN, RIVETS IN PLATING & FRAMES AT BOTTOM, NOT TO EXCEED 5 1/2 DIAS.

Messrs J. Readhead & Sons, Ltd

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MID-SECTION.

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SS. "STEELVILLE"

NEWCASTLE-ON-TYNE

REPORT No. 67897

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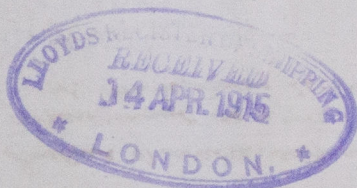
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*N<sup>o</sup> 449*

*Midships Section*



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