

S.S. "ISLEWORTH."
MIDSHIP SECTION. S.S. № 235.

ERECTIONS FOR EQUIPMENT.

POOP.....	35.08		
BRIDGE.....	256.58		
FORECASTLE.....	44.0		
	<u>335.66</u>	$\times 8.0 \times 75 =$	2014
CASING & DK'HOUSES	84.79	$\times 7.5 \times 5 =$	318
2 ND LONG ^E NO.			33121
	<u>EQUIPMENT NO.</u>	<u>=</u>	<u>35453</u>

LLOYD'S NUMERALS.

$$\begin{array}{r} L = 400.0 \\ D = 29.0 \\ L \times D = 11600 \quad 1^{\text{ST}} \text{ LONG. NO.} \\ B = 53.802 \\ D = 29.0 \\ B + D = 82.802 \\ L = 400.0 \\ L \times (B + D) = 33121 \quad 2^{\text{ND}} \text{ LONG. NO.} \end{array}$$

LENGTH B.P. = 400'-0" BREADTH EXT. = 54'-0"

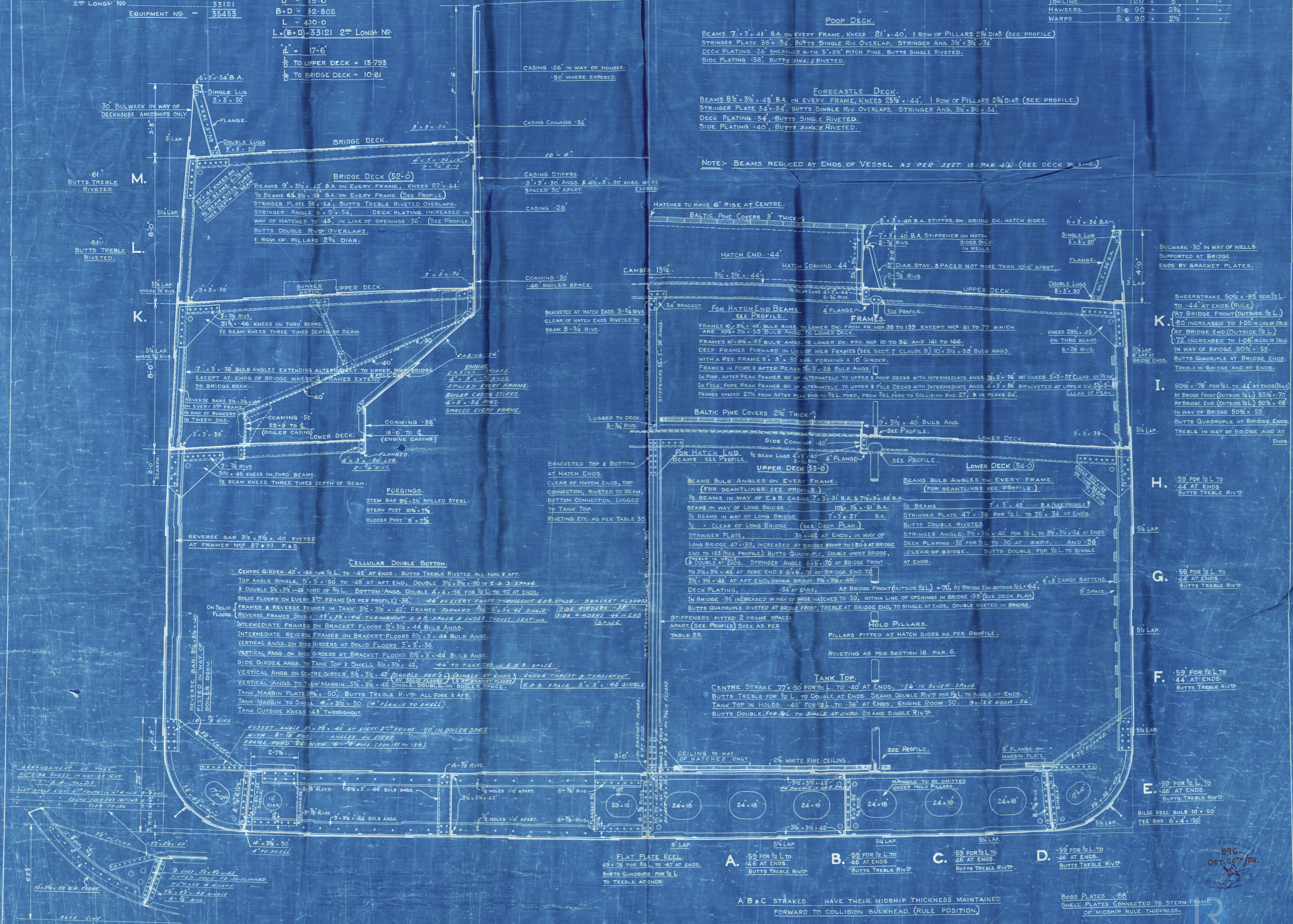
CLASS 100 A.I. 

DEPTH M^{LD}. TO UPPER DK. = 29'-0"

SCALE $\frac{1}{2}" = 1 \text{ FT.}$

EQUIPMENT.

2	BOWER ANCHORS	63 $\frac{3}{4}$	CWTS	STOCKLESS.
1	"	54 $\frac{1}{2}$	"	"
1	STREAM "	17 $\frac{1}{2}$	"	EX STOCK.
	STUD CHAIN CABLE	270 FMS.	24 $\frac{1}{16}$	DIAR.
	STREAM CHAIN	90 "	4 $\frac{1}{2}$	STEEL WIRE.
	TOWLINE.	120 "	5 $\frac{1}{2}$	"
	HAWERS.	2 @ 90 "	23 $\frac{1}{2}$	"
	WARPS	2 @ 90 "	21 $\frac{1}{2}$	"



A B & C STRAKES TO HAVE THEIR MIDSHIP THICKNESS MAINTAINED FORWARD TO COLLISION BULKHEAD. (RULE POSITION.)

BOSS PLATES .68"
SHELL PLATES CONNECTED TO STERN FRAME
OF MIDSHIP RULE THICKNESS.

896.
OCT. 26TH / 28

(23)

Cowper D.D. & S. B. Co. L^d

No. 235.

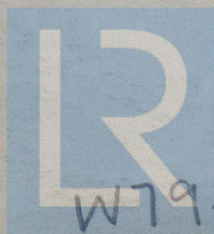
S.S. "Sleworth".

Midship Section (as built)

S.S. "SLEWORTH."

NEWCASTLE ON TYNE.

Report No. 83429.



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Foundation

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