

# Midship Section For Proposed S.S. 205

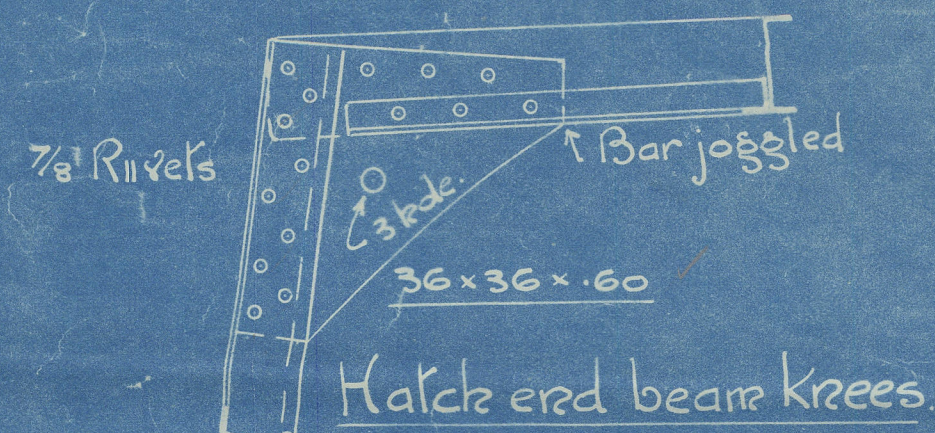
Class 100 A.I. Single Dk.

Length B.P. 331'-0"

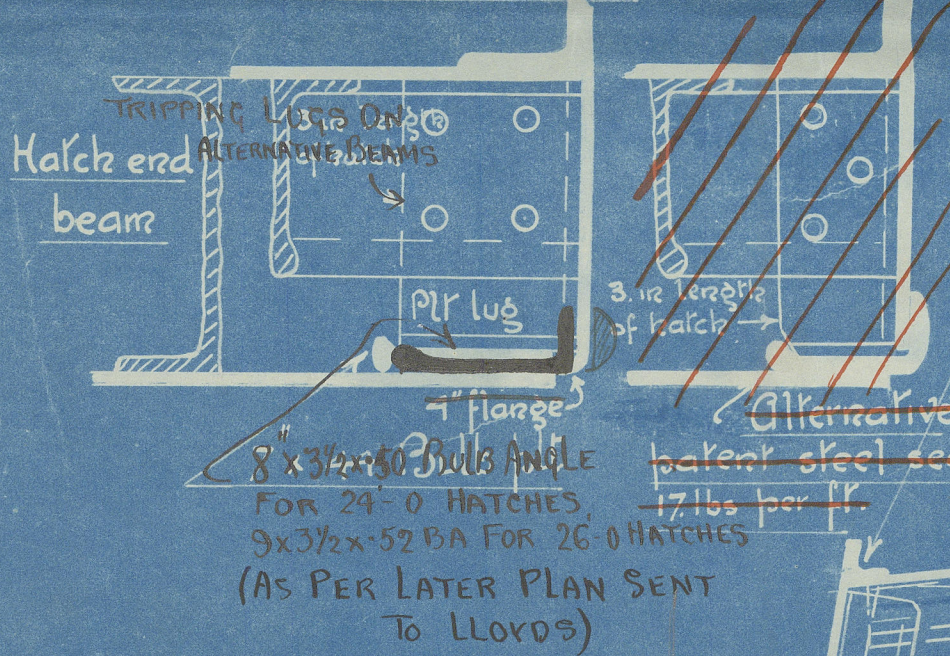
Breadth Ext. 47'-9"

Depth Mld. 24'-6 1/2"

Scale 1/2" = 1 Foot.



Sketch of Hatch Coamings  
Scale 1/2" = 1 Foot.



Bridge sheersrake .59  
Poop " .36  
Jcle " .38

Bridge sheersrake bulks  
Quadruple riveled.

Sheersrake 45x.88 for 1/2 L  
to .42 at ends.  
.56 in way of bridge  
Doubling 20'-0" long at  
ends of bridge.

Bridge knees 18x.40 Beams 7 1/2x3x.42 bulb angles. (1 Row of pillars)  
Poop 15x.40 1/2 " 6x3x.40 " " (1 Row of pillars)  
Jcle 23x.50 Poop Dk Beams 5 1/2x3x.40 B.A. (1 Row of pillars)  
Jcle " " 8x3x.48 B.A. All frames with 3 1/2x3 1/2x.34 mfg bar (2 rows of pillars)

Intermediate frame  
3 1/2x3 1/2x.40

4 1/2x4 1/2x.64 in wells.  
3 1/2x3 1/2x.42 to .40 in way of erections  
54x.60 to .32x.40 .46 under bridge

Deck .40 to .30  
.30 under bridge

Hatch side coamings .44  
" end " .40

Under 46'-0"

Beams 8 1/2x3 1/2x.50 outside of bridge  
" 8x3x.44 in way of " 1/2 beams 6 1/2x3x.40

1/2 Beams 8x3x.44

Hatch end beams 12x3x.44 char. with 4x4x.60 reverse bar from  
coaming to ship's side.

HATCH END BEAMS IN 26'-0" HATCH 12x4x.4x.70 } AS PER LATER PLAN  
WITH REVERSE BAR 4x4x.70 SENT TO LLOYDS.

Bulb angle  
Frames 9x3 1/2x.56 spaced 24" apart  
" 9x3 1/2x.60 in Eng. Rm.  
" 9x3 1/2x.58 in R.P. hold with one side str.

Frames in peaks 6 1/2x3 1/2x.40  
Stem 9 1/2x2 1/2. Stem frame 9 1/2x6 1/2 P.P. 8 1/2x6 1/2 R.P.

Pillars 4 1/2" diam  
4'-0" apart  
5 3/4" at hatch ends  
3 3/4" in way of keel  
5' ke. " "

Breadth 47.41

Depth 24.54  
71.95 = (B+D)

Length 330.66  
23790 = L(B+D)

Depths to length for wells = 13.47

" " " " bridge = 10.48

d = 21'-5 1/2"

Equipment

L(B+D) = 23790  
Erections 811  
Houses 256  
24857

2 Bower Stockless 45 cwt.  
1 " " 38 cwt.  
1 Stream (ex stock) 12 "  
1 Kedge 15 " 5 1/2 "  
270 fms 1/16 stud chain cable  
90 " 1/2" stream or 4 1/4 wire  
100 " towing 12" or 4" wire  
2 @ 90 fms 7" hawsers.  
2 @ 90 " 6" warps.

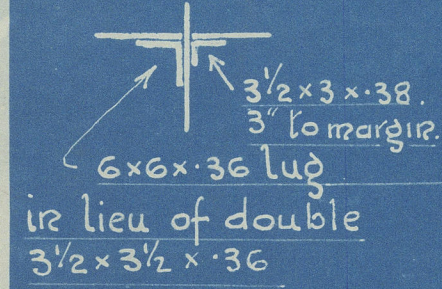
No Side Stringers

.70 to .46  
.60 in way of bridge

.60 to .46

.60 to .46

Alternative



Margin pl. .42  
" " .52 B.S.  
5 RIVETS

Deck Top .36 to .32  
" " .44 B.S.  
" " .52 B.S.

Centre pl. 39x.44 to .36  
" " .52 in B.S.

Single 4x4x.58 to .54 in  
lieu of double 3 1/2x3 1/2x.44  
C.K. 39x.48 to .38  
.58 B.S.

Brackets .36 to .34  
460 B.S.

23x16 .46 B.S.

Girders .34  
44 B.S.  
23x16

23x16

4x4x.58 to .54

3 1/2x3 1/2x.42

\*.58 to .44 reduced to  
.54 to .44

\*.58 to .44 reduced to  
.54 to .44

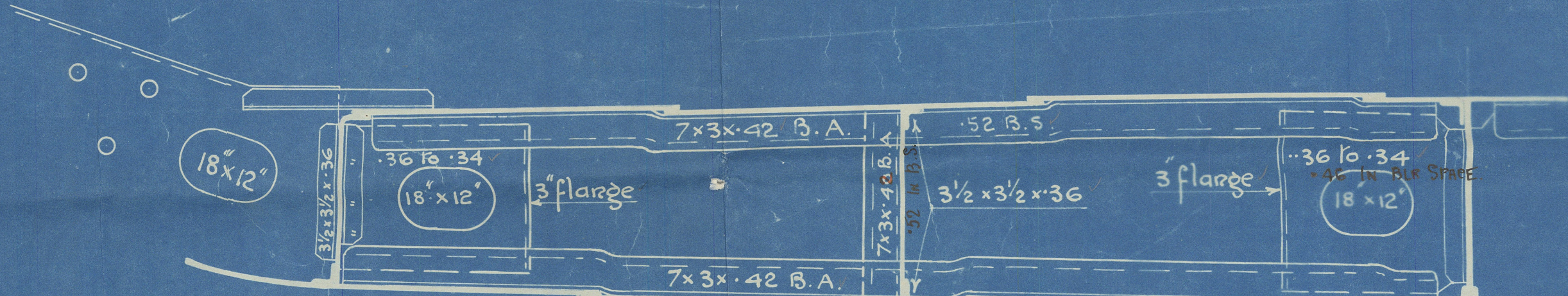
Keel 45x.90 to .64.  
Butts overlapped & Quad. riveled.  
Treble at ends.

Alternative  
6x6x.36 single  
in lieu of 3 1/2x3 1/2x.36  
double lugs.

Note:- All shell plate bulks except  
sheersrake quadruple riveled  
and overlapped for 1/2 L.  
Sheersrake butts double strapped  
and treble riveled for 1/2 L.

Double angles from collision blk.  
to after end of engine room  
3 strakes of shell next to keel to have  
thickness maintained to collision blk.

Strakes marked \* reduced .04 in way of double bottom.



Arrangement of Alternate Equivalent Floor  
One Intercoastal.

J.S.S.  
1-6-16



J Blumer & Co:

No 208-

"  
SS "Grangemore"  
"

Ø Section  
as built.

Sld Rpt. 24862



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Lloyd's Register  
Foundation

W907-0015