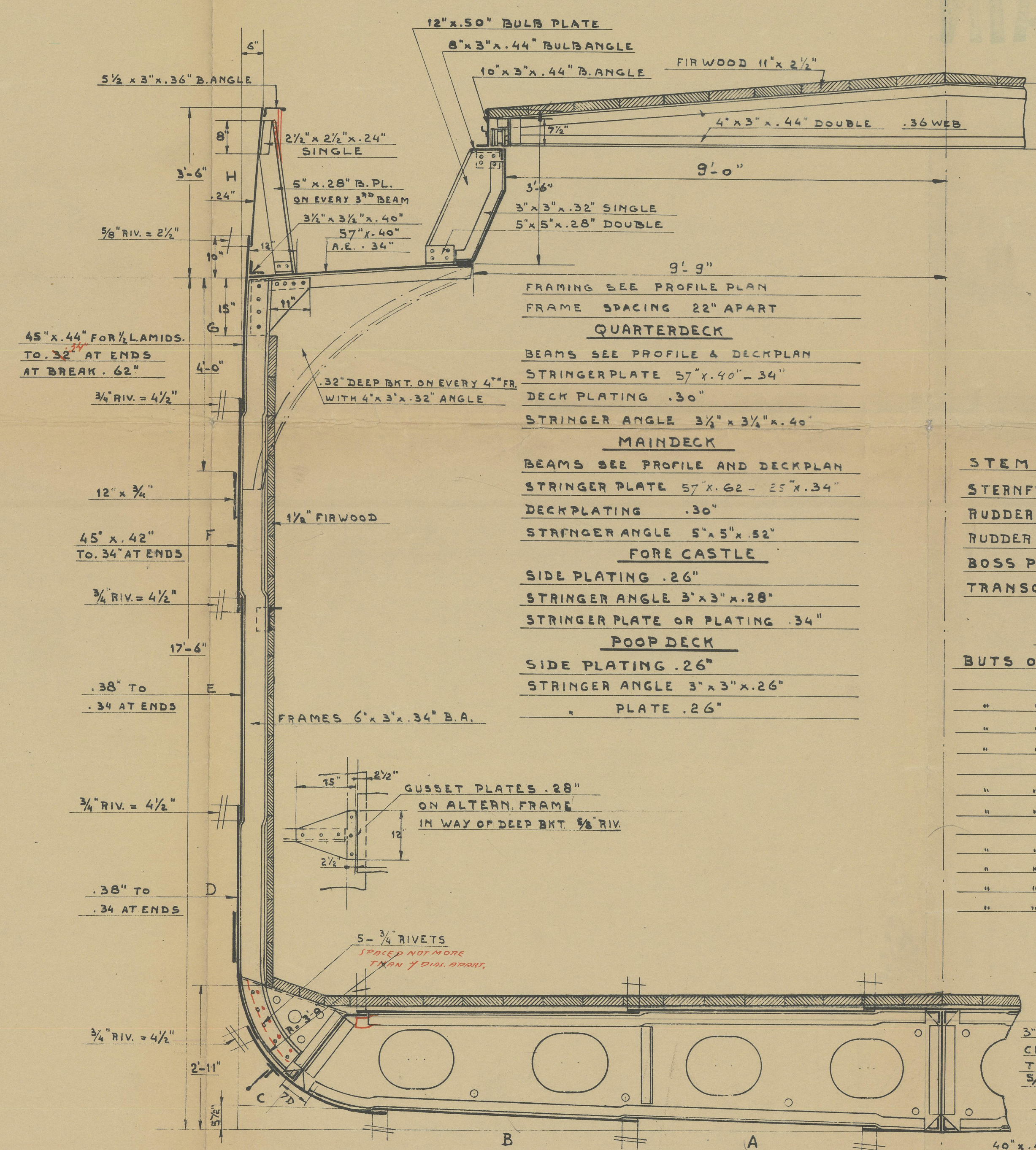


SCANTLINGS OF DOUBLE BOTTOM	
FRAMES	$3 \times 3 \times .28$ " SINGLE
FRAMES	FORW. $\frac{1}{2}$ L. $3 \times 3 \times .28$ " DOUBLE
REVERSE FRAMES	$3 \times 3 \times .28$ "
FLOORS	.28" W.T. FLOORS .36"
CENTRE GIRDER	TO RULE $30 \times 38 \times .32$ "
GIRDERS IN E.R.	ACCORDINGLY WITH PLAN OF ENGINE SEATING
CENTRE GIRDER KEEL ANGLES	$3 \times 3 \times .38 \times .36$ "
"	ANGLES $3 \times 3 \times .34$ "
"	VERT. ANGLES $3 \times 3 \times .28$ "
TANKTOP PLATING	.30" - .28"
MIDDLE LINE STRAKE	$40 \times 34 \times .30$ "
MARGIN PLATE	.32
"	SHELL ANGLE $3 \times 3 \times .34$ "
"	VERT. ANGLES IN SIDE $3 \times 3 \times .28$ "
"	TEE BAR OUTSIDE $5\frac{1}{2} \times 2\frac{3}{4} \times .32$ "

SECTION R.O. DECK



MOTORVESSEL № 386

MIDSHIP SECTION

SCALE 0.6" = 1 FEET

EQUIPMENT

E.M.	=	$188 \times (29 + 13.5) = 7990$
R.Q. DECK	=	$75.16 \times 4 = 300.6$
FORE CASTEL	=	$\frac{3}{4} (23 \times 4.7) = 124.3$
POOP DECK	=	$\frac{3}{4} (52.5 \times 7.25) = 285.5$
CASING DECKHOUSE	=	$\frac{1}{2} (37.5 \times 7.25) = 135.9$
E.M.	=	$8836.3 = J$
(NOT EXCEEDING 8900)		

DIMENSIONS

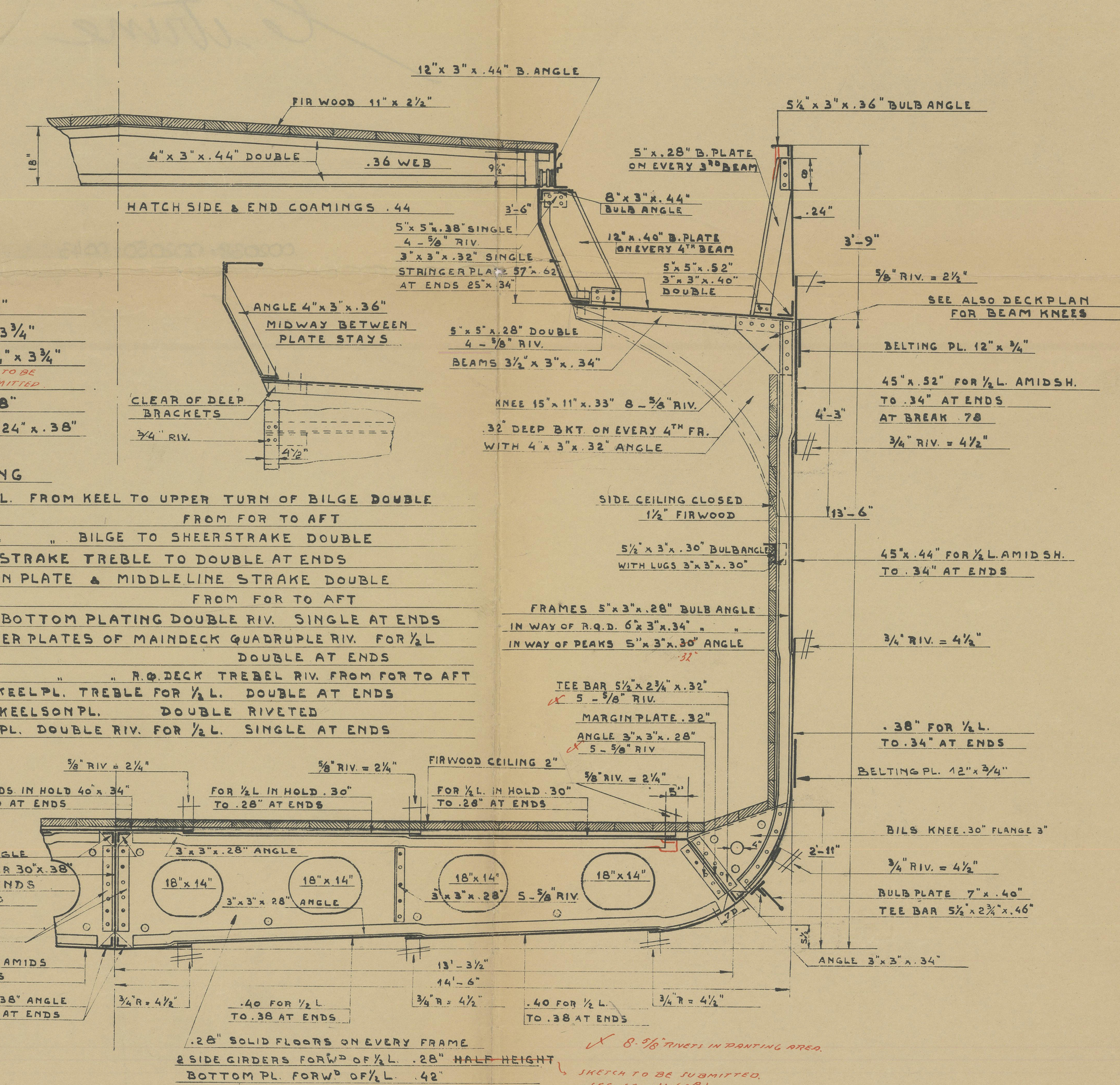
LENGTH	O.A.	195'-2"
"	B.P.P.	188'-0"
BREADTH	M.L.D.	29'-0"
DEPTH	M.D.	13'-6"
"	R.Q.D.	17'-6"

NUMERALS

L x D	=	2538
L x (B + D)	=	7990
$\frac{L}{5}$ TO M.D.	=	13.93
$\frac{L}{5}$ TO R.Q.D.	=	10.74

2 BOWERS	16 $\frac{3}{4}$ C.W.T.	STOCKLESS
1 BOWER	14 $\frac{1}{2}$ C.W.T.	"
1 STREAM	4 $\frac{3}{4}$ C.W.T.	EX STOCK
210 FATHOMS	1 $\frac{1}{4}$ "	STUDCHAIN CABLE
60 "	3"	STEELWIRE (6x12 FLEXIBLE)
75 "	2 $\frac{3}{4}$ "	"
90 "	2 $\frac{1}{4}$ "	"
90 "	1 $\frac{3}{4}$ "	"
2x 120 "	5"	MANILLA

SECTION MAINDECK



DEEP FRAMING FRs. 87-88-89 BULR. $6 \times 3 \times .48$ "
WITH TANKSIDE CONNECTIONS INCREASED
BRAMKNEES $20 \times 14 \times .36$ " WITH 5- $\frac{3}{4}$ " RIVETS
SEE SECTION 7 № 6-C-D

N.V. SCHEEPSBOUWERF
"DE MERWEDE"
VH VAN VLIET & CO
HARDINXVELD HOLLAND
MIDSHIP SECTION B.W. № 386
DATUM: 2-12-37 TEK. № 1752-1

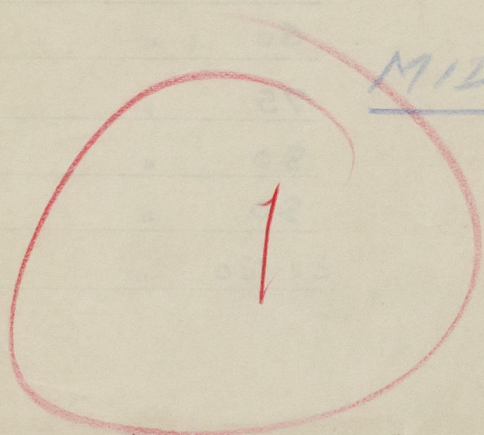
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N.V. SCHEEPSBOUWWERF

"DE MERWEDE"

Nº 386.

MIDSHIP SECTION.



RETAIN

Citrine



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