

N^{os} ~~827~~ & 828.

EMERGENCY PROGRAMME.

MIDSHIP SECTION.

SCALE $\frac{1}{2}'' = \text{ONE FOOT.}$

TO CLASS 100 A1 WITH FREEBOARD AT LLOYDS SPECIAL SURVEY

<u>LLOYDS NUMERALS</u>		
FIRST LONGITUDINAL NUMBER $L \times O = 425 - 0^{\circ} \times 35.75$	=	15193.76
SECOND LONGITUDINAL NUMBER $L \times (B \times O) = 425 - 0^{\circ} \times (36 - 0^{\circ} + 35.75)$	=	38993.75
$\frac{1}{2} O$ TO UPPER DECK $= 425 - 0^{\circ} \div 36 \frac{83}{100}$	=	11.54
D MOULDED DEPTH $= 27.75 + 8 - 0^{\circ}$	=	35.75
$d = 36.75 - (9^{\circ} - 0^{\circ} \times 3.7^{\circ}) - 3^{\circ}$ FOR HIGHER BKT	=	23.9
d AT HALF LENGTH FORWARD	=	26.39

	<u>EQUIPMENT NUMBER</u>	
SECOND LONGITUDINAL NUMBER = $425.0' \times (56.0' - 36.75)$		= 39418.75
FORECASTLE = $40.0 \times 75 \times \frac{3}{4}$		= 225.00
MIDSHIP ACCOMMODATION & CABING = $72.25 \times 8.0 \times \frac{1}{2}$		= 289.00
SALOON ACCOMMODATION = $30.75 \times 7.5 \times \frac{1}{2}$		= 115.00
	<u>EQUIPMENT NUMBER</u>	<u>40047.75</u>

EQUIPMENT

2 BOWER ANCHORS 68 CWTs EACH STOCKLESS.
DISPENSED WITH AS A WAR EMERGENCY MEASURE. (BOWER ANCHOR (58½ CWT. STOCKLESS))
1 STREAM ANCHOR 19 CWTs EX-STOCK.
225 FATHOMS 2½" STUD CHAIN CABLE 600 CWTs.
90 FATHOMS 1½" STREAM CHAIN OR 5" FLEXIBLE STEEL WIRE 6/12 IN THE EVENT OF
120 FATHOMS 4¾" SPECIAL FLEXIBLE STEEL WIRE 6/24. ELECTRIC WELDING
2 HAWSERS 90 FATHOMS 8" HEMP OR 2½" FLEXIBLE STEEL WIRE 6/12. PRACTICABLE
2 WARPS 90 FATHOMS 7" HEMP OR 2½" FLEXIBLE STEEL WIRE 6/12.

RIVETING NOTE

RIVETS IN FRAMES TO FLOORS AND CROSS TIE PLATES IN AFT PEAK SPACED 5 DIAS. APART CR TO CR.
RIVETS IN FRAMES TO SHELL AT FLAT OF DOUBLE BOTTOM FORW⁹ HALF LENGTH FORW⁹ SPACED 5 1/2 DIAS. (TWO COMPLETE ROWS)
RIVETS IN FRAMES TO FLOORS AT FLAT OF DOUBLE BOTTOM FORW⁹ HALF LENGTH FORW⁹ SPACED 6 1/2 DIAS. (TWO COMPLETE ROWS)
RIVETS IN SIDE FRAMES TO SHELL SPACED 6 1/2 DIAS. APART. 5 1/2 DIAS. APART IN WAY OF FORE & AFT PEAK
TANKS AND DEEP FRAMING FORW⁹
RIVETS IN BOTTOM FRAMES TO SHELL AFT HALF LENGTH FORW⁹ SPACED 7 DIAS. APART CR TO CR.

RIVETS IN SEAMS OF SHELL PLATING DECK PLATING AND INNER BOTTOM PLATING AS PER TABLE 40

BUTTS OF BULKHEAD & TUNNEL PLATING WELDED

RIVETS IN SEAMS OF BULKHEAD AND TUNNEL PLATING MARGIN ANGLES AND WEATHER DECK STRINGER ANGLES AND BULKHEAD FRAME TO BULKHEAD SPACED $4\frac{1}{2}$ DIAS. APART CR. TO CR.

RIVETS IN FLAT KEEL ANGLES. VERTICAL ANGLES CONNECTING FLOORS TO CENTRE GIRDER AND SHELL FLANGE OF WATERTIGHT BULKHEAD FRAME SPACED 5 DIAS. APART CR. TO CR.

RIVETS IN FRAMES TO FLOORS AFT HALF LENGTH FORM $\frac{1}{2}$ REVERSE FRAMES TO FLOORS AND INNER BOTTOM PLATING VERTICAL ANGLES TO FLOORS AND SIDE GIRDERS, IN BULKHEAD STIFFENERS (EXCEPT PEAK BULKHEADS) AND IN DECK PLATING TO BEAMS ON EVERY FRAME SPACED 7 DIAS. APART CR. TO CR.

RIVETS IN CENTRE GIRDER TOP ANGLES SPACED 7 DIAS. APART CR. TO CR. NON WATERTIGHT.

RIVETS IN CENTRE GIRDER TOP ANGLES SPACED 5 DIAS. APART CR. TO CR. WATERTIGHT.

THE SCANTLINGS OF ANGLE BULB ANGLE AND CHANNEL
SECTIONS, GIVEN ON THIS PLAN ARE N.B. AND ARE IN ACCORDANCE
WITH THE EMERGENCY PROGRAMME LIST.

FOR STEM (PLAN NO.) STERNFRAME (PLAN NO.) RUDDER (PLAN NO.).
SEE SEPARATE PLANS.

ADDITIONAL SIDE GIRDERS IN WAY
OF ENGINE & THRUST SEATING.

DISPOSITION OF FLOORS
SOLID FLOORS ON EVERY FRAME IN ENGINE SPACE AND
FORMW: $\frac{3}{8}$ LENGTH FORMW UNDER BOILER BEARERS & BULKHEADS
PARTIAL SOLID UNDER THRUST. ELSEWHERE SOLID FLOORS ON
EVERY THIRD FRAME. BRACKET FLOORS INTERMEDIATE AS PER PROFILE.

KEEL OUT.

52 x .78 FOR $\frac{3}{5}$ LEN. ~~2~~ TO
.68 AT ENDS. BUTTS WELDED

PLAN N^o 2



LLOYDS
STAMP
10/7/41

Alterations and approved
amendments incorporated 1/86

THE SCANTLINGS ARE SUITABLE FOR A DRAUGHT 18" IN
EXCESS OF THAT CORRESPONDING TO THE FREEBOARD WHICH
COULD BE ASSIGNED TO THE VESSEL WITH A TONNAGE OPENING
FITTED.

<u>SCHEME OF WELDING</u>		
<u>BUTTS OF SHELL PLATING.</u>		
"	"	DECK "
"	"	TANK TOP.
"	"	CENTRE GIRDER & MARGIN PLATE
"	"	MAIN & LONGITUDINAL BULKHEADS.
"	"	TUNNEL PLATING.
<u>VENTILATOR COAMINGS TO DECK.</u>		

ALL BUTTS VEE WELDED WITH BACK RUN

THE REQ^S OF THE RULES FOR
ELECTRIC WELDING TO BE COMPLIED WITH.
INCLUDING NOTATION IN REGISTER BOOK.

FORECASTLE

STRINGER PLATE '36" BUTTS WELDED
STRINGER ANGLE 3 1/2" x 3 1/2" x "375
DECK PLATING "32 UNSHEATHED
BUTTS WELDED
SIDE PLATING "40 SEAMS IN BUTTS WELDED
BEAMS ON EVERY FRAME AS PER
PROFILE & DECK PLAN.

IN.

58' x " .69 FOR $\frac{1}{2}$ LEN. X.
TO .46 AT ENDS BUTTS WELDED

K OUT.

.58" x .64 FOR 1/2 LEN. &
TO .46 AT ENDS. BUTTS WELDED

"J" (N.

78 x .62 FOR 1/2 LEN Q
TO .46 AT ENDS.
BUTTS WELDED.

H OUT.

78" x .62 FOR 1/2 LEN
TO .46 AT ENDS.

G. IN.

78½" x .62 FOR ½ LEN. X
TO .46 AT ENDS.
BUTTS WELDED.

CLINKER.

.78 1/2" x .62 FOR 1/2 LEN. D
TO .46 AT ENDS
BUTTS WELDED.

E OUT.

80" x ".63 FOR 1/2 LEN.
TO ".50 AT ENDS

4" x 1.50 FORE & AFT.

BILGE KEEL $6\frac{1}{2}'' \times 6\frac{1}{2}'' \times .025$ TEE BAR
WITH $10'' \times .50$ BULB PLATE
FOR ABOUT 110'-0" AMIDSHIPS

MARGIN PLATE TO RULE 39" FITTED
ABOUT 44" x 54" - 60 IN B.S.
BUTTS WELDED.

INSIDE TANK MARGIN LUGS TO FLOOR PLATES
TO BE COUNTERSUNK FOR RIVET POINTS

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"Y" TYPE

Midship Section.

SOUTHWICK YARD NO. 4

"Engine Cowdry"

BUNDERLAND RPT. NO. 34064.

Row Granville

Boatgate - X

RETAIN

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