

DIMENSIONS :- 463'-0" B.P. x 61'-6" MLD. x 34'-0" MLD. (ON FULL BEAM)

LLOYDS NUMERALS

<u>D</u>			34.0
<u>L × D</u>	463 × 34	=	15742.0
<u>L (B+D)</u>	463 (61.5 + 34)	=	44216.5
<u>L/D</u>	463 / 34.0	=	13.61

DECK LONGITUDINALS IN WING TANKS SPACED AS SHOWN

8" x 3 1/2" x .43" B.A. WHERE TRANSVERSES SPACED 10'-0"	
8" x 3 1/2" x .51" B.A.	12'-1"

DECK LONGITUDINALS IN CENTRE TANKS SPACED AS SHOWN

$8" \times 2\frac{1}{2}" \times 42'$	B.A.	WHERE	TRANSVERSES	SPACED	$10'-0"$
$8" \times 2\frac{1}{2}" \times 50'$	B.A.	"	"	"	$12'-1"$

1	BOWER ANCHOR	55 ³ / ₄	CWTS STOCKLESS	(10% ABOVE RULE OWNERS' REQUIREMENT)
1	"	"	8 ¹ / ₂	"
1	"	"	6 ³ / ₄	"
1	STREAM	"	22 ³ / ₄	(EX STOCK)
300	FMS	2 ³ / ₄	STUD LINK CHAIN CABLE	
120	FMS	4 ⁷ / ₈	(9/24) CIRC STEEL WIRE	
130	FMS	5 ³ / ₈	(5/24)	"
2	@ 100 FMS	8'	CIRC MANILA HAWERS	
2	@ 100 FMS	8'	"	WARPS

RIVETING

KEEL PLATE BUTTS 4R OVERLAPS FOR "½ L TO ¾ R OVERLAPS AT ENDS.

BOTTOM SHELL BUTTS 4R	.	.	.	.	.B.R.	" "	" "	(3R OVERLAPS IN "T.C." PLATING FOR?)
SIDE	.	.	.	.	.B.R.	" "	" "	

SHELL SEAMS DOUBLE RIVETED FORE & AFT.

SHEERSTRAKE BUTTS .5R OVERLAP FOR "¼ L TO ¾ R OVERLAPS AT ENDS WHERE NOT EXCEEDING ".68"

STRAKES BELOW SHEERSTRAKE 4R OVERLAPS FOR "¼ L TO ¾ R ". "

INCREASED SHEERSTRAKE AT BRIDGE ENDS & POOP FRONT .5R OVERLAPS.

UPPER DECK STRINGER PLATE BUTTS 4R OVERLAPS FOR "¼ L TO ¾ R OVERLAPS AT ENDS WHERE NOT EXCEEDING ".68"

INCREASED UPPER DECK STRINGER PLATE BUTTS AT BRIDGE ENDS & POOP FRONT .5R OVERLAPS

UPPER DECK PLATING SEAM'S D.R. IN WAY OF OIL TO .5R AT ENDS WHERE NOT EXC. ".68"

" " " Butts 3R OVERLAPS NOT EXC. ".68"; 4R OVERLAPS EXC. ".68" FOR "¼ L TO .5R AT ENDS.

NOT LESS THAN 2R OVERLAPS IN WAY OF OIL.

OILTIGHT BULKHEAD SEAMS & BUTTS DOUBLE RIVETED.

RIVETS IN BOTTOM LONGITUDINALS TO SHELL SPACED 3" DIA² APART FOR 10 RIVETS EACH SIDE OF TRANSVERSES.
& BULKHEADS IN 10'-0" TANKS, & 3" DIA² APART FOR 12 RIVETS EACH SIDE OF TRANSVERSES & BULKHEADS
IN 24'-0" TANKS, & 4" DIA² APART THROUGHOUT NO² 1 & 2 CENTRE TANKS IN LONGITUDINALS & BOTH FLANGES
OF BACK BARS. 6 DIA² APART ELSEWHERE.

RIVETS IN DECK LONGITUDINALS TO DECK SPACED 6 DIA² APART.

RIVETS IN SIDE FRAMES TO SHELL IN OIL SPACED 6 DIA² APART. (5 DIA² APART IN BOTH FLANGES OF WEB FRAME SHELL ANGLES)

RIVETS IN SIDE FRAMES TO SHELL IN PEAKS, DEEP TANK & O.F. BUNKER 5" DIA² APART.

RIVETS IN SIDE FRAMES TO SHELL (EXCEPT WHERE OTHERWISE SHOWN) 7 DIA² APART FRAME SPACING NOT EXC 28', 6" DIA² APART FRAME SPACING EXC 28'
[BUT NOT EXC 3 1/2"]

RIVETS IN SIDE FRAMES TO FLOORS CLEAR OF OIL 7 DIA² APART (5 DIA² IN AFT PEAK)

RIVETS IN FACE BARS TO FLOORS & WEBS IN OIL 6 DIA² APART.

RIVETS IN OIL TIGHT BULKHEAD STIFFENERS TO BULKHEADS 6 1/2" DIA² APART.

RIVETS IN SIDE STRINGER CONNS. TO SHELL & BULKHEADS IN OIL NOT MORE THAN 4 1/2" DIA² APART (IN EACH ROW)

RIVETS IN FRAMES TO SHELL IN BOTTOM FOR² OF 1/2 L FOR² 5" DIA² APART.

RIVETS IN SHELL BEAMS IN WAY OF OIL 4 DIA² APART.

RIVETS IN UPPER DECK BEAMS & BUTTS IN WAY OF OIL 3 1/2" DIA² APART WHERE THK. 50' & UNDER, 4 DIA² APART WHERE THK. EXCEEDS 50'

RIVETS IN UPPER DECK STRINGER PLATE 4 R BUTTS 4 DIA² APART.

RIVETS IN QUINTUPLE RIVETED BUTTS OF KEEL & SHEERSTRAKE 4 1/2" DIA² APART.

RIVETS IN QUADRUPLE RIVETED BUTTS OF KEEL SHEERSTRAKE, STRAKE BELOW & SHELL PLATING 4 DIA² APART.

RIVETS IN TREBLE RIVETED SHELL BUTTS 3 1/2" DIA² APART.

RIVETS IN OIL TIGHT BULKHEAD BOUNDARIES 5 DIA² APART.

RIVETS IN TRANSVERSE BEAMS TO DECK IN OIL 5 DIA² APART.

RIVETS IN TRANSVERSE FLOORS TO SHELL IN WAY OF LONGITUDINAL FRAMING 5 DIA² APART WHERE BARS FITTED.
4 DIA² APART WHERE INDICATED ON SECTION, 4 1/2" DIA² APART ELSEWHERE (ALL BOTH FLANGES)

RIVETS IN STRINGER FACE BARS IN WAY OF OIL 6 DIA² APART.

RIVETS IN FACE BARS ON TRANSVERSE DECK BEAMS 6 DIA² APART.

RIVETS IN BRACKET ATTACHMENTS WHERE NOT SPECIALLY INDICATED, NOT MORE THAN 5 DIA² APART.

TRANSVERSE FLOORS IN CENTRE TANKS 54"x48"
10'-0" APART IN 40'-0" TANKS 12'-1" IN 24'-2" TANKS
DOUBLE FACE BARS 6"x $3\frac{1}{2}$ "x 66° ANGLE.
WHERE 10'-0" SPACING.
DOUBLE FACE BARS 6"x $3\frac{1}{2}$ "x 60° ANG WITH 13"x4"
RIPER PLATE WHERE 12'-1" SPACING.

CRE. GIRDER $54" \times 42"$ INTERCOSTAL BETWEEN
TRANSVERSES & BULKHEADS.
TOP ANGLES $3\frac{1}{2}" \times 3\frac{1}{2}" \times 44"$ DOUBLE INTERCOSTAL.
KEEL ANGLES $6" \times 4" \times 50"$ DOUBLE CONTINUOUS
BETWEEN BULKHEADS.
TRIPPING BRACKETS (SEE DETAIL) FITTED MIDWAY
BETWEEN TRANSVERSES & BULKHEADS.
INTERMEDIATE ANGLE STIFF $2 \times 6" \times 2\frac{1}{2}" \times 42"$
 $6" \times 6" \times 44"$ DBLE.

40' TRIPPING BKT.

FL 3" x 7/8" RIVE

3/4" x 3/4" x 40' SINGLE

3"

6"

DETAIL OF CENTRE GIRDER
TRIPPING BRACKETS.

SECTION AT TRANSVERSES

Harland & Wolff Ltd

968 G.

M.V. British Power

Midship Section
(As built)

GLASGOW REPORT No. 57800