

s/s Susanne. Ex. Fylingdale.

Deeptanks for storage of fuel oil for ships use.
Skantlings calculations of the new steel structure.
Dimensions of bulkhead plating, stiffeners, girder and
brackets are taken from the rules of Lloyds Register
of Shipping as follows:

I: Bulkhead plating.

Total height = 25'7"

The depth is 25'7" - 3'3" = 22'4".

In table 32, column 24 we read: .34 with normal spacing
= 24". The spacing in our drawing is 33", which differs
from the ordinary = 9". Correction for spacing of stiffener
(clause 2) is $3\% \cdot 9" = 27\% \cdot 34 = .091$. Thickness of plating
is then $.34 + .09 = .43$.

The lowest strake is $43 + .04 = .47$.

II.

Stiffeners.

From table 40, when spacing is normal and length of stiffeners
is 6'7" and head $H = 18'10"$ we get bulbangles 6".3".47
with modulus 8.68.

When the spacing again differs from 24", we take a correction
for the modulus, $8.68 : 24" = X : 33"$. $X = 11.9$, and stiffener
7".3".48. We prefer bulbplate 6".50.

III.

Horizontal girder.

When two strongbeams are fitted in the tank we have now
the maximum span $S = 8'3"$

Table 41, page 150 we have the formula $\frac{s \cdot d \cdot H^2}{100} = N$.
 $\frac{8,25 \cdot 6,59 \cdot 15,4^2}{100} = 69$.

The girder is in general = 14".34 and for end bulkheads
12".34 and along outside we take 16".34.

The faceplates are resp.

IV.

End brackets of stiffeners are: 21" x 15" x 39"

continued.



© 2020

Lloyd's Register
Foundation

002743-002749-0109 1/2

V.

Strongbeams.

Channels of 6".^{.37} bracketed to stiffener and girder
with a maximum span of 3 framespaces = 3.33" = 8¹/₃".

See drawing section X-X .



© 2020

Lloyd's Register
Foundation

0109 2/2