

s/s Susanne. Ex. Fylingdale.

Deeptanks for storage of oil fuel 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 = $25' + 7'' = 25'7''$.

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 $3\% \cdot 9 = 27\% \cdot 34 = .918$. Thickness of plating is then $.34 + .009 = .43$.

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

II.

Stiffeners.

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

When the spacing 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.

Horizontalgirder.

Table 41, page 150 we have the formula $\frac{s^2 \cdot d \cdot H}{100}$

$$= \frac{13,2 \cdot 2,2 \cdot 75 \cdot 15,4}{100} = 75$$

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

The faceplates are resp. $4" \times .40"$

IV.

End brackets of stiffeners.



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