

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.

Horizontal girder.

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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