

TWIN SCREW STEAMER - NO 48.
DIMENSIONS - 500' - 0" BP x 63' - 0" MLD x 44' - 0" [TO SHELTER DECK]
MIDSHIP SECTION [AS BUILT]
SCALE 1/2" = 1 FOOT

TO CLASS LLOYDS 100 A1.

FOGLE STRINGER PLATE	39" x 38
FOGLE STRINGER ANGLE	3 1/2" x 3 1/2" x 1/8
FOGLE DECK BEAMS	9" x 3 1/2" x 40 S.F.
FOGLE DECK PLATING	30
FOGLE SIDES	44

— SCANTLING NUMBERS —

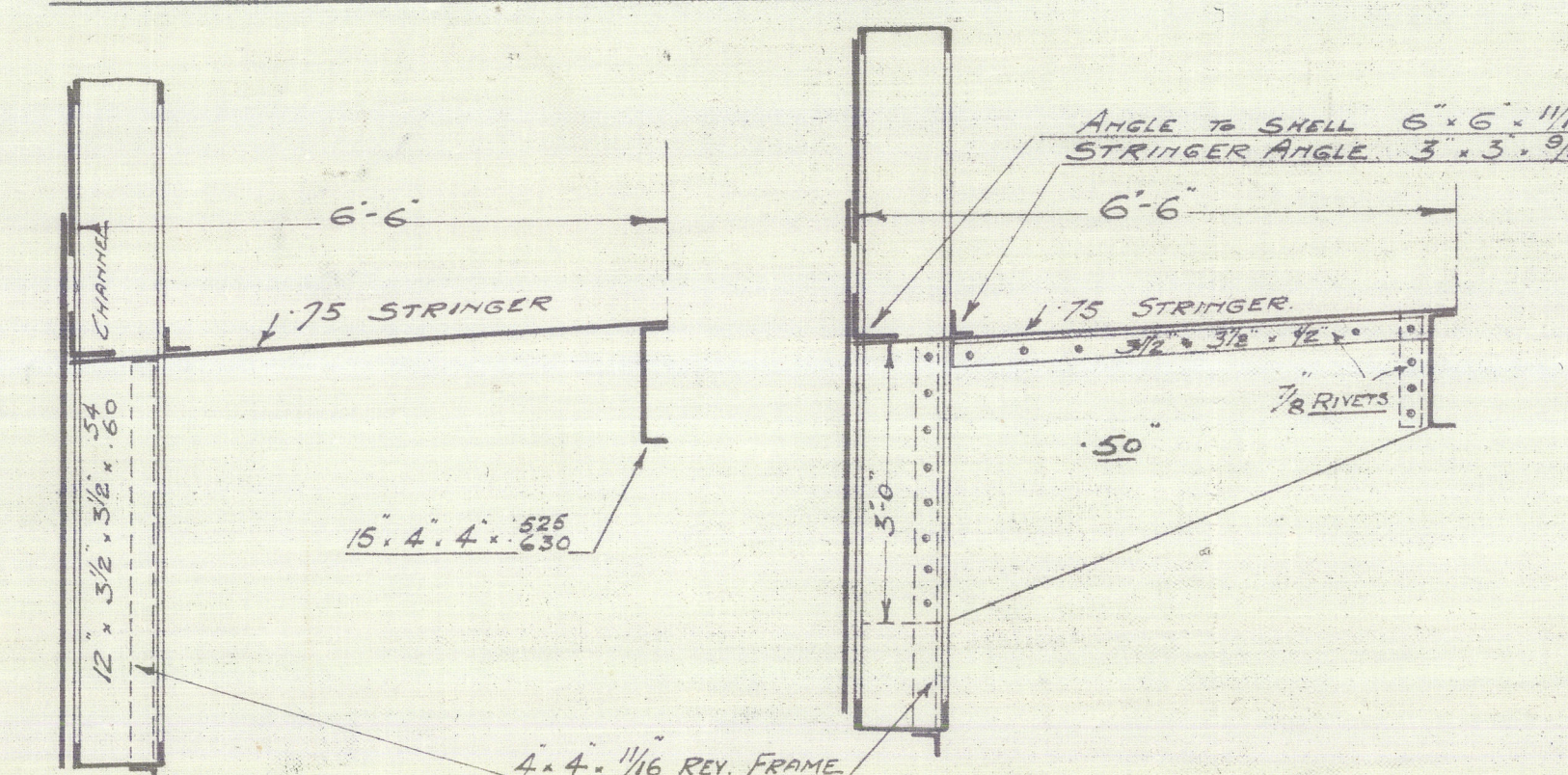
$B + D = 63 + 36 \text{ (DEPTH to UPPER D)} = 99 \text{ TRANSVERSE } N^{\circ}$
 $L \times (B + D) = 500 \times (63 + 36) = 49,500 \text{ LONGITUDINAL } N^{\circ}$
 $d = 20.92$
 $L/D = \frac{500}{49.5} \text{ (DEPTH to SHELTER)} = 11.36$

— EQUIPMENT NUMBER —

LONGITUDINAL NUMBER		49500
SHELTER DECK	$500 \times 8 \times .75$	= 3000
FOCLE	$41 \times 8 \times .75$	= 246
ERECTOR'S	$152 \times 8 \times .50$	= 608
		53354

— EQUIPMENT —

3 BOWER ANCHORS	[STOCKLESS]	86 CWT.
1 STREAM ANCHOR	[EX STOCK]	26 1/2 CWT.
300 FATHOMS	2 1/2" STUD CHAIN CABLE	
120 FATHOMS	5 1/2" STEEL WIRE ROPE	
130 FATHOMS	6" STEEL WIRE TOWLINE.	
2 @ 100 FATHOMS.	8" MANILLA MANSHER	
2 @ 100 FATHOMS.	8" MANILLA MANSHER	



SECTIONS IN BOILER SPACE AT ALTERNATE FRAMES

ADDITIONS TO SCANTLINGS

TANK INTERIOR TO 6" DEEP IN FLANGE RM
BOSS PLATING 3/8" IN EXCESS OF CLASSIFICATION REQUIREMENTS
& BOSS FRAMING & INTERNAL CONSTRUCTION PROPORTIONATELY
INCREASED IN SCANTLINGS

SHEETER DS SAE STEELPLATE FROM FORE BULKHEAD AT INCREASED
7/8" IN THICKNESS ABOVE LLOYDS REQUIREMENTS. FOR THE
FITTING OF SUBSIDIARIES

TANK TOP PLATING UNDER BOILERS, 5/8" IN EXCESS OF LLOYDS REQUIR^{TS}
0' 3' 5' 6" MINO FLNGE, & THRUST BLOCKS. 1" THICK^{TS}
UNDER BULKHD INCREASED 7/8" IN EXCESS OF LLOYDS REQ^{TS}
BULKH^D BETWEEN NW-3 & HOLD HAVE STIFF^{TS} FITTED ON EACH SIDE
OF 2" TAKE INSULATION GROUNDS

AFT PEAK BULKH^D 1" THICK PLATING IN WAY OF STERNTUBE
FLOORS UNDER ENGINE & BULKH^D 3/4" THICK.

ALL FLOORS UNDER BOILERS 3/4" THICK

CHAIN LOCKER STEEL 1/2" THICK STIFF^{TS} WITH ANGLES 6" x 3 1/2" x 4 1/2".

DIVISION PLATE 1/2" THICK.

THE SCANTLINGS SHOWN ON THIS PLAN ARE TO LLOYD'S REQUIREMENTS
THE ABOVE INCREASES HAVE BEEN ADDED.

DOUBLE BOTTOM

FRAMES 32.3% 1/2 6.6 6.9% FROM 1/2L POIN° TO COLLISION BULK°

KEY FRAMES 53.32% 1/2 DOUBLE IN ENGINE R° TO OUTSIDE OF ENGINE SEAT

D1 D2 32.3% 3/8 IN BOILER R° DOUBLE UNDER BEARERS

FLOORS & WING BEAMERS 46 FOR 1/2L TO 40 54 IN BOILER R°

SOLID FLOORS ON ALTERN. FRAMES EXCEPT IN ENGINE R° UNDER

BOILER BEARERS, THRUST SEATS & FROM 1/2L FURN° TO STEM, AHEAD

THEY ARE TO BE ON EVERY FRAME

SIDE INTERC° GIRDERS 46 FROM 1/2L TO 40 54 IN BOILER SPACE

D1 D2 01 VERTICAL ANGLES 3.8:5.1/2 TO 7% IN BOILER SPACE

D1 D2 10 6.2° TOP & BOTTOM ANGLES 52.3% 1/2

D1 D2 101 AHEAD INCREASED TO 5% IN BOILER SPACE.

CENTRE LINE 49 01 1/2L 1/2 6.6 6.9% FROM 1/2L TO 38% 1/2 BOILER SPACE

D1 D2 01 BOTTOM ANGLES 6.6 6.9% TO 1/2 DOUBLE

D1 D1 TOP ANGLES 5.2:5.3% TO 9% DOUBLE 1/4 IN BOILER S

D1 D2 01 VERTICAL ANGLES 6.6 6.9% FROM 1/2L TO 38% 3/8 1/2 SINGLE

D1 D2 02 02 02 02 6.6 6.9% IN BOILER S

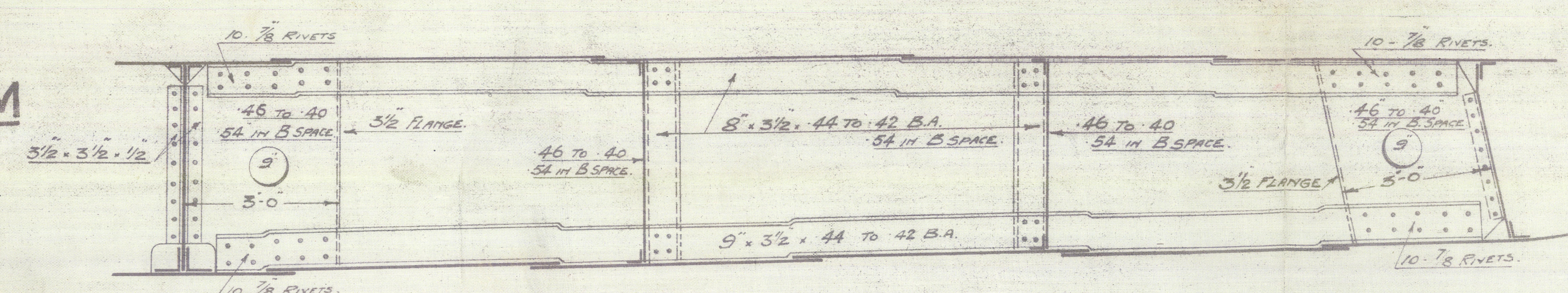
D1 102 02 02 3.2:3.2% 1/2 AT BEAMER FLOORS

MAIN FRAMES. 12. 3/8". 3 1/2". ⁵⁴/₁₆ CHAMFERED TO UPPER
REVERSE FRAMES. 4. 4. 1/16" FITTED AS SHOWN.
FRAMES IN PEAKS. 9. 3/8". 4 1/2".
FRAMES UPPER TO SHELTER A. 1. 7. 3/8". 40 B. 3.
FRAME SPACING 24" IN PEAKS.
D₁ D₂ 27 FROM ³⁵/₁₆" FORM² TO COLLISION BULL²
D₂ D₃ 28 1/2 ELSEWHERE.
STEM. 12. 5. ROLLED STEEL.

NOTE :-
NO REVERSE FRAMES TO BE FITTED IN
Nº1 HOLD OR ABOVE TUNNEL RECESS OR
IN OIL FUEL TANKS.

MARGIN ANGLE $4 \times 4 \times \frac{3}{16}$ AL. F.B.R.
MARGIN PLATE 54×60 IN B. SPACE
VERTICAL ANGLE. TO MARGIN INSIDE $3 \frac{1}{2} \times \frac{1}{2}$ $\frac{5}{16}$ IN B. SPACE
" " " " OUTSIDE $6 \times 6 \times \frac{3}{16}$ $\frac{1}{16}$ IN B. SPACE

SECTION SHEWING WEB, STRINGER & STRONG BEAM
AT FRAME 100



BRACKET FLOOR

No 48

T.S.S. Lurndale

Midship Section

as built

(In London)

Transferred To

Jui Jung



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Lloyd's Register
Foundation

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