

T. S. M. V. "SUSSEX" MIDSHIP SECTION.

SCALE $\frac{1}{2}'' = 1 \text{ FOOT.}$

MOULDED DIMENSIONS :- 530'-0" B.P. 70'-0" x 47'-6" TO UPPER DECK

TO CLASS 100 A1 LLOYDS WITH FREEBOARD.

ALL SECTIONS ARE NEW BRITISH STANDARD.

FOR BEAM BRACKETS AND PILLAR GIRDERS SEE LATER PLANS.

HOLES IN BEAMS AND FRAMES FOR INSULATION TO BE ARRANGED TO SUIT CONTRACTORS.

NUMERALS

L	530' 0"
B	70' 0"
D	59' 0" x 8' 0" = 47' 0"
L x D	24910
L (B x D)	62010
L/D	11.15
d (IN WAY OF ORLOP DECK FORWARD)	15' 40" x 1' 37" = 16.82'
(IN WAY OF MACHINERY SPACE)	12.67'
(IN WAY OF TUNNEL FLAT)	8.79'

OWNERS EXTRAS.

UPPER DECK STRINGER & PLATING CLEAR OF HOUSES.

TO BE INCREASED BY .05'

MAIN DECK PLATING IN WAY OF CARGO SPACES.

TO BE INCREASED BY .05'

TUNNEL FLAT IN NOS 4 & 5 HOLDS TO BE INCREASED BY .05'

FLOORS TO BE STIFFENED BY VERTICAL LUGS BETWEEN INTERCOSTALS.

FRAME SPACING IN FORE PEAK TO BE 21' & IN N°1 HOLD TO BE

24' WITHOUT REDUCTION OF SCANTLING.

ADDITIONAL SIDE STRINGERS THROUGHOUT MACHINERY SPACES (SEE LLOYDS LETTERS).

AND IN DEEP TANKS ABOVE CLASSIFICATION REQUIREMENTS.

FRAMING

FRAME SPACING - IN AFT PEAK 24'

IN FORE PEAK 21' (OWNERS)

FROM $\frac{3}{5}$ LENGTH TO AFT END OF N°1 HOLD 27'

IN N°1 HOLD 24' (OWNERS)

ELSEWHERE 34' (RULE 36 $\frac{3}{8}$)

FRAMES IN PEAKS - 10' x 3' x 4' B.A. TO UPPER DECK.

FORWARD HOLDS - 9' x 3' x 3' B.A. TO MAIN DECK WITH

3' x 3' x 4' REVERSE ANGLE TO ORLOP & LOWER DECK ALTERNATELY.

AFT - 10' x 3' x 3' x 4' TO TUNNEL FLAT (4' IN WAY OF TANKS)

ABOVE TUNNEL FLAT - 9' x 3' x 3' x 4' TO MAIN DECK

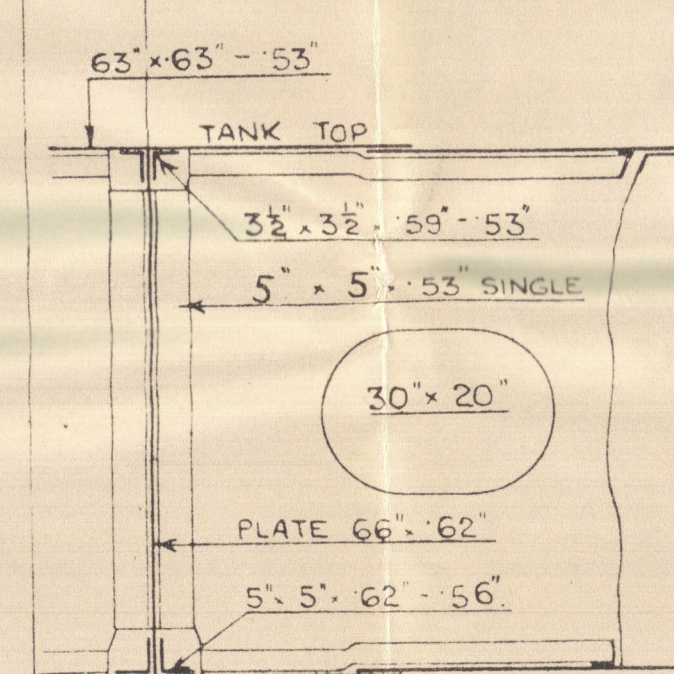
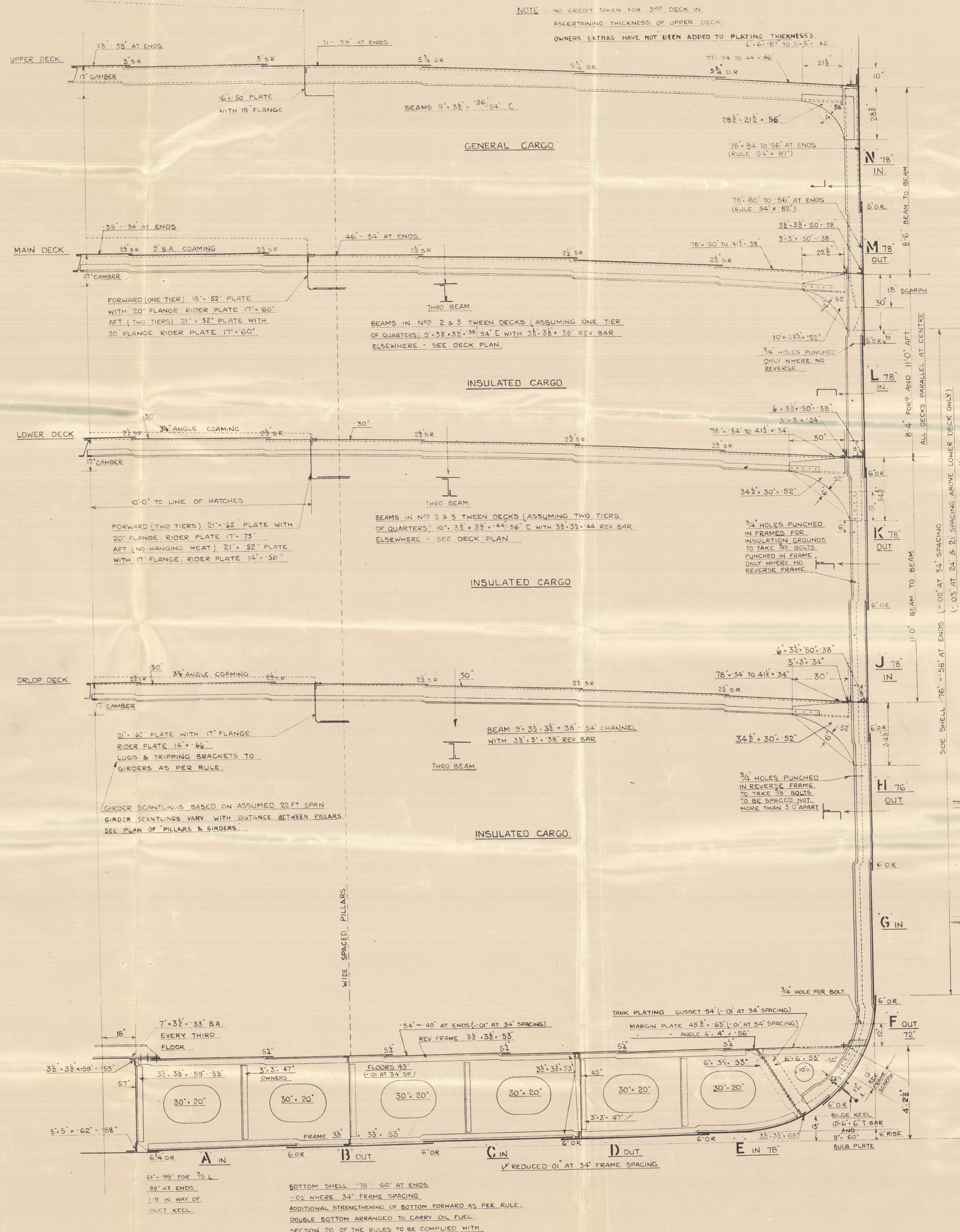
WITH 3' x 3' x 3' REVERSE ANGLE TO LOWER & MAIN DECKS.

ALTERNATELY

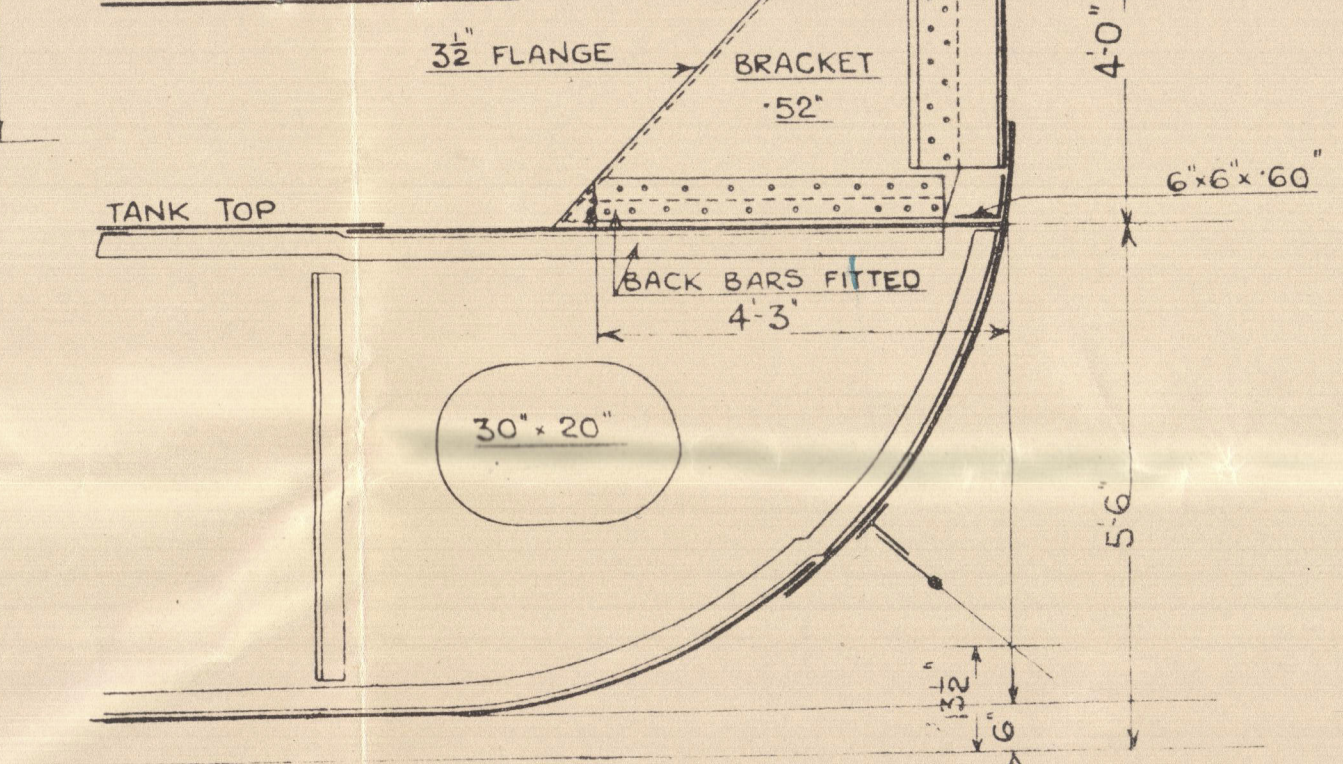
FRAMES IN UPPER TWEEN DECKS 8' x 3' x 3' B.A.

ELSEWHERE - SEE PROFILE

STEM 11' x 3'



SECTION AT G* GIRDER
WHERE NO DUCT KEEL



SECTION AT TANK SIDE IN WAY
OF MOTOR ROOM.

NOTE - NO CREDIT TAKEN FOR 3RD DECK IN

ASCERTAINING THICKNESS OF UPPER DECK.

OWNERS EXTRAS HAVE NOT BEEN ADDED TO PLATING THICKNESS.

6' x 6' x 87' TO 3' x 5' x 46'

GENERAL CARGO

INSULATED CARGO

INSULATED CARGO

INSULATED CARGO

BOTTOM SHELL 79' - 60' AT ENDS.
- 02' WHERE 34' FRAME SPACING.
ADDITIONAL STRENGTHENING OF BOTTOM FORWARD AS PER RULE.
DOUBLE BOTTOM ARRANGED TO CARRY OIL FUEL.
SECTION 20 OF THE RULES TO BE COMPLIED WITH.

539

John Brown, Co Ltd

No 546

T. S. M. V. Sussex

Midship Section

(As built)

GLASGOW REPORT No 57900

RETAIN

Sister vessel:- M. V. Ernest No 545

Glasgow Report No 57690 Lloyd's Register
Foundation

002947-002955-0229