



No 953M. MIDSHIP SECTION.

435'-0" B.P. x 56'-0" B'DTH EXT. x 32'-0" DEPTH M¹P TO UPPER DECK.

TO CLASS LLOYDS 100 A.I. FULL SCANTLING.

SCALE $\frac{1}{2}$ " = 1 FOOT.

NUMERALS.

D	=	32.0
L x D	=	435 x 32
L x (B+D)	=	435 x (55.79 + 32)
d	=	32 - (11 + 3.75)
L to UPPER DECK	=	13.59
L to BRIDGE	=	10.88
PERCENTAGE ERECTIONS 53%		

EQUIPMENT NUMBER.

HULL	38,168
FORECASTLE 41.75 x 7.96 x .75	249
BRIDGE 143.75 x 7.96 x .75	858
POOP 45.5 x 7.96 x .75	271
BRIDGE DECKHOUSE 86.25 x 7.5 x .5	323
" " 27.00 x 7.5 x .5	101
	39,990

EQUIPMENT.

2 BOWER ANCHORS	68 CWTs	STOCKLESS.
1 " ANCHOR	58 $\frac{1}{2}$ "	"
1 STREAM " 19 "	Ex. Stock	"
270 FATHOMS 2 $\frac{5}{16}$ "	STUD CHAIN	CABLE.
90 " 5 "	STEEL STREAM WIRE.	"
120 " 4 $\frac{3}{4}$ "	SPEC. FLEX STEEL WIRE	TOWLINE.
2 @ 90 FATHOMS 2 $\frac{3}{4}$ "	STEEL WIRE	HAWSERS.
2 @ 90 " 2 $\frac{1}{2}$ "	"	WARPS.

OWNERS EXTRAS.

(NOT INCLUDED IN SCANTLINGS ON PLAN).

ALL MATERIAL USED IN CONSTRUCTION OF THE INTERIOR OF THE TANKS, I.E. FLOORS, INTERCOSTALS & REV. FRG. IN THE STOKHOLD & BOILER SPACES, TO BE $\frac{1}{2}$ " THICKER THAN LLOYDS REGULATIONS. TANK TOP 1" THICK UNDER ENGINES. REMAINDER OF ENGINE & BOILER SPACE $\frac{3}{4}$ " THICK. MARGIN PLATE IN ENGINE & BOILER SPACE $\frac{3}{4}$ " THICK. OUTSIDE STRAKE OF SHELL AT UPPER TURN OF BILGE, TO HAVE FLUSH BUTTS WITH STRAPS INSIDE ON STRAIGHT LENGTH AMIDSHIP.

DOUBLE BOTTOM.

TANK TOP CENTRE STRAKE 52" x 50" FOR $\frac{1}{2}$ L. TO .42" IN B.R. 56". BUTTS TREBLE RIVETED FOR $\frac{1}{2}$ L. DOUBLE AT ENDS. TANK TOP PLATING .41" FOR $\frac{1}{2}$ L. TO .37" AT ENDS. .50" IN E.R. .56" IN B.R. .38" FORD $\frac{3}{8}$ L. BUTTS DOUBLE RIVETED FOR $\frac{1}{2}$ L. SINGLE AT ENDS. TANK TOP CEILED UNDER HATCHES. FLOORS .39", .40" FORD $\frac{3}{8}$ L. .50" IN B.R. W.T. FLOORS INCREASED .08" WITH STIFFS AS PER TABLE 7B. 30" APART. TANK FRAMES 3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x .42" SINGLE. 5" x 5" x .42" SINGLE. FORD OF $\frac{1}{2}$ L. TO RULE POS. OF COLLISION BULKHEAD. REV. FRAMES 3 $\frac{1}{2}$ x 3 x .42" SINGLE. DOUBLE UNDER THRUST SEAT. 3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x .82" SINGLE IN BOILER ROOM. DOUBLE UNDER B BEARERS. 3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x .42" DOUBLE IN ENGINE ROOM. CENTRE GIRDER 44" x 54" FOR $\frac{1}{2}$ L. TO .44" AT ENDS. .60" IN B.R. BUTTS TREBLE RIVETED. CENTRE GIRDER TOP BARS 3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x .52" FOR $\frac{1}{2}$ L. TO .48" AT ENDS. DOUBLE FORE & AFT. .62" IN B.R. CENTRE GIRDER BTM. BARS 4" x 4" x .58" FOR $\frac{1}{2}$ L. TO .54" AT ENDS. DOUBLE FORE & AFT. CENTRE GIRDER VERTICALS 3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x .42". .52" IN B.R. IN ENGINE ROOM & UNDER THRUST BLOCK & BOILER BEARERS. 5" x 5" x .42" SINGLE .52" UNDER BOILER BEARERS. SIDE GIRDERS .39", .40" FORD $\frac{3}{8}$ L. .50" IN B.R. " " VERTICALS 3" x 3" x .38". .48" IN B.R. " " TOP & BOTTOM BARS 3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x .42" " " TOP BAR .52" IN B.R. ADDITIONAL SIDE GIRDERS FITTED UNDER ENGINE AND THRUST BLOCK SEATING.

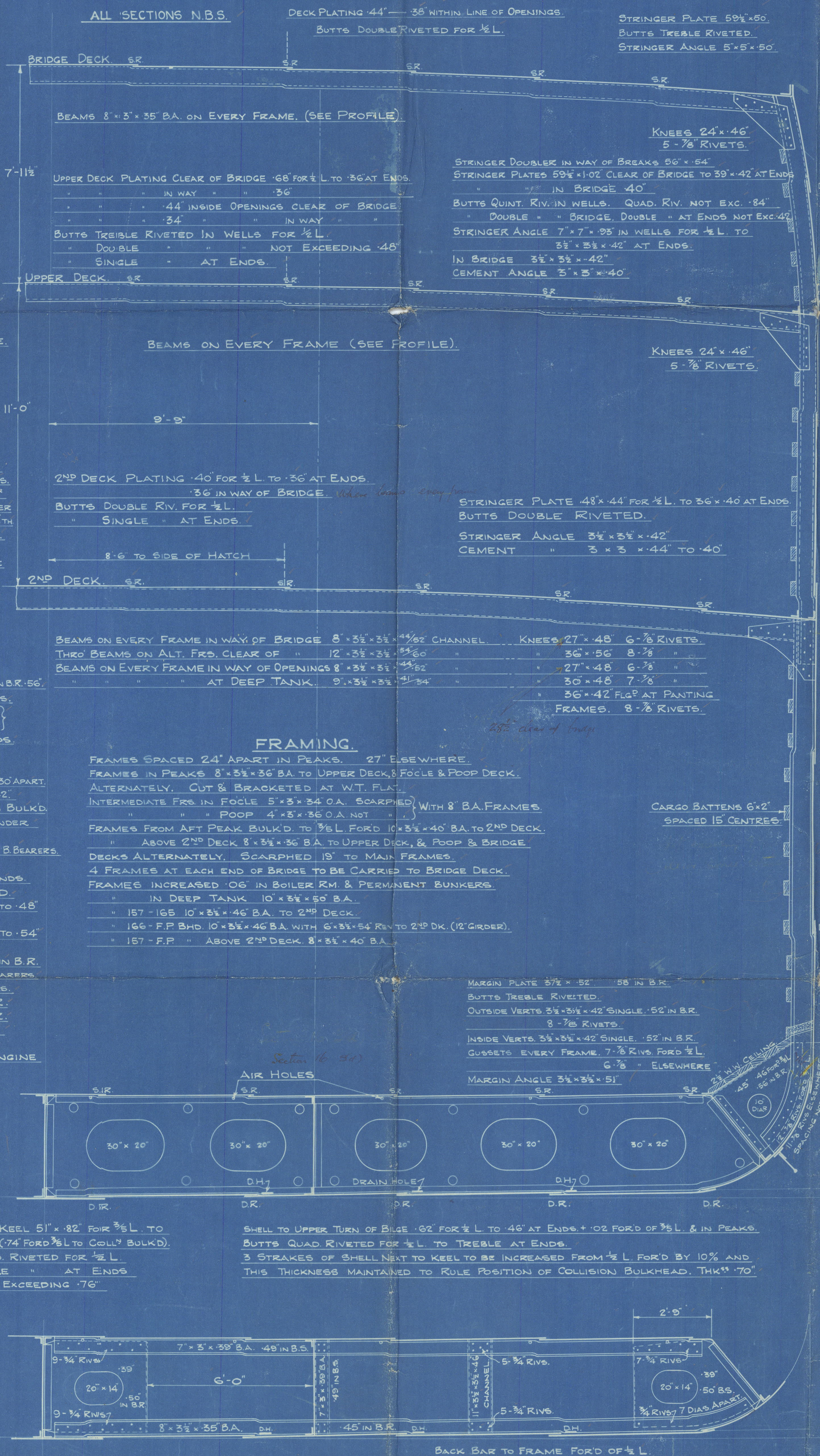
STEM 10" x 2 $\frac{5}{8}$ "
STERN POST 10 $\frac{1}{2}$ x 3 $\frac{1}{2}$ "
RUDDER 10 $\frac{1}{2}$ x 8 $\frac{1}{2}$ "
CRUISER STERN.

FLAT PLATE KEEL 51" x .82" FOR $\frac{3}{8}$ L. TO .72" AT ENDS. (.74" FORD $\frac{3}{8}$ L. TO COLL. BULKD). BUTTS QUAD. RIVETED FOR $\frac{1}{2}$ L. " TREBLE " AT ENDS. WHERE NOT EXCEEDING .76"

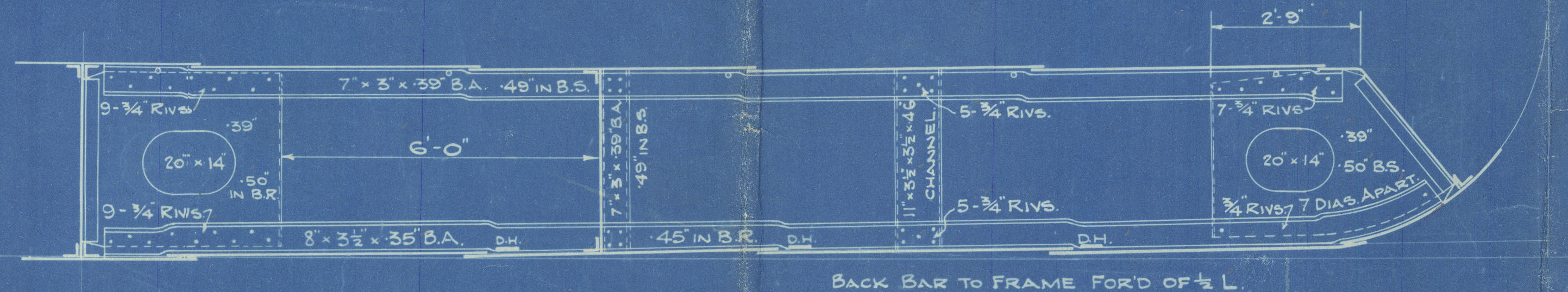
FRAMING.

FRAMES SPACED 24" APART IN PEAKS. 27" ELSEWHERE. FRAMES IN PEAKS 8" x 3 $\frac{1}{2}$ x 36" BA. TO UPPER DECK, FOCLE & POOP DECK. ALTERNATELY, CUT & BRACKETED AT W.T. FLAT. INTERMEDIATE FRG. IN FOCLE 5" x 3 x 34" O.A. SCARPHED WITH 8" BA. FRAMES. " " POOP 4" x 3 x 36" O.A. NOT " " FRAMES FROM AFT PEAK BULKD. TO $\frac{3}{8}$ L. FORD 10" x 3 $\frac{1}{2}$ x 40" BA. TO 2ND DECK. " ABOVE 2ND DECK 8" x 3 $\frac{1}{2}$ x 36" BA. TO UPPER DECK, & POOP & BRIDGE DECKS ALTERNATELY, SCARPHED 19" TO MAIN FRAMES. 4 FRAMES AT EACH END OF BRIDGE TO BE CARRIED TO BRIDGE DECK. FRAMES INCREASED .06" IN BOILER RM. & PERMANENT BUNKERS. " IN DEEP TANK 10" x 3 $\frac{1}{2}$ x 50" BA. " 157-165 10" x 3 $\frac{1}{2}$ x 46" BA. TO 2ND DECK. " 166-F.P. BHD. 10" x 3 $\frac{1}{2}$ x 46" BA. WITH 6" x 3 $\frac{1}{2}$ x 54" REV. TO 2ND DK. (12 GIRDER). " 167-F.P. " ABOVE 2ND DECK. 8" x 3 $\frac{1}{2}$ x 40" BA.

MARGIN PLATE 3 $\frac{1}{2}$ x 52" .58" IN B.R. BUTTS TREBLE RIVETED. OUTSIDE VERTS. 3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x .42" SINGLE. .52" IN B.R. 8-7/8 RIVETS. INSIDE VERTS. 3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x .42" SINGLE. .52" IN B.R. GUSSETS EVERY FRAME. 7-7/8 RIVETS FORD $\frac{1}{2}$ L. 6-7/8 " ELSEWHERE. MARGIN ANGLE 3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 51"



BRACKET FLOORS.



Glasgow.

Messrs. D. W. Henderson & Co. Ltd.

Yard No 953M.

Admiral Section

Prelim. Abd

GLASGOW REPORT No. 55081

Abd

GLASGOW REPORT No. 56055

Inventors

GLASGOW REPORT No. 56140



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