

MOTOR TANKERS

1/16" = 1 FOOT

ARRANGEMENTS IN WAY OF  
FORE END TO BE SUBMITTED

ARRANGEMENTS IN WAY OF  
FIER END TO BE SUBMITTED

CONTINUITY OF LONGITUDINAL STRENGTH TO BE MAINTAINED AT JUNCTION OF LONGITUDINAL AND TRANSVERSE FRAMING

LONGITUDINAL TRAINING AT UPPER TK



ARRANGEMENT AT BREAK  
TO BE SUBMITTED

SHEERSTRAKE BY FOOT TRAIL 1.19

DOUBLING PLATES FITTED TO TWO STRAKES  
OF BOTTOM SHELL ON EACH SIDE OF CENTRE  
LINE WHERE MARKED "D" ABOVE

SHEERSTAKE AT BRIDGE ENDS 1.19

LONGITUDINAL TRAMING  
AT BOTTOM

## TRANSVERSE FRAMING

INTERCOSTALS TO BE FITTED TO BOTTOM ON FLAT OF FLOOR  
WHERE SHOWN BETWEEN THE LONGITUDINALS IN LIEU OF  
TAPERING THE SPACING OF THE LONGITUDINALS  
BULK HEADS TO BE FITTED TO BOTTOM LONGITUDINALS  
IN NO. 7 TANK OF FLAT OF FLOOR  $3\frac{1}{2} \times 3\frac{1}{2} \times .444$   
DOUBLE  $6 \times 6 \times .46$  ANGLES TO SHELL TRANS FLOORS IN NO. 7 TANK  
THREE STRIPES OF SHELL PLATING NEXT THE KEEL  
TO BE  $\frac{1}{4}$  THICK FROM  $\frac{1}{2}$  L TO COLLISION BULK

CORNERS OF HATCHWAYS TO BE WELL ROUNDED  
POSITION OF HATCHWAYS APPROXIMATE

CURCHILL & WATSON  
BEVIS MARKS HOUSE  
BEVIS MARKS  
LONDON. E.C.3

12-12-33

19.12.33

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Indice + decks

Hawaldanwerke Yand Nr. 732

M/V "CADILA"<sup>11</sup>

Hamburg Report Nr. 2171

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