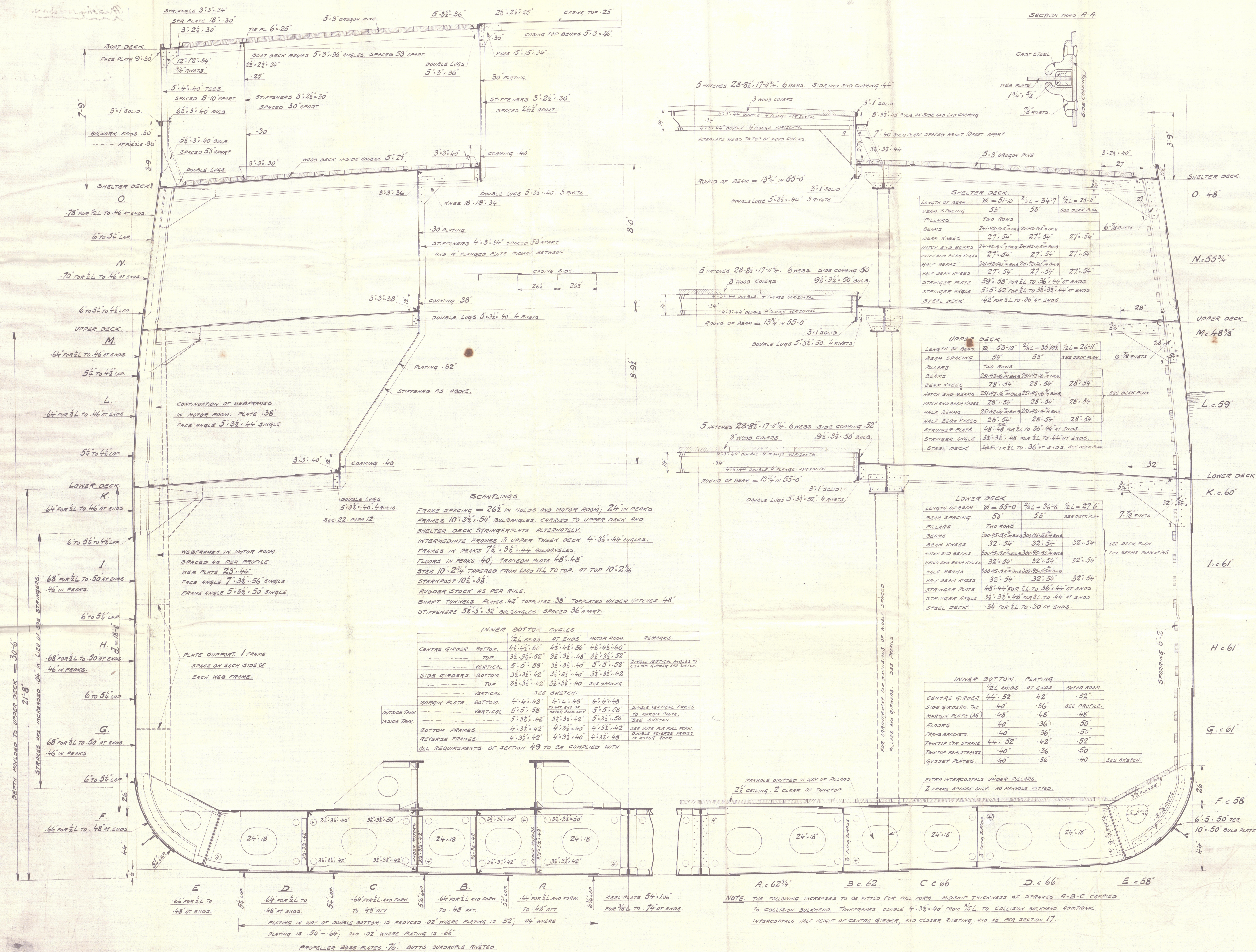


TWIN SCREW MOTOR SHIP.



DIMENSIONS.	
LENGTH BETWEEN P.P. (FORE PART OF STEM TO AFTERPART OF STERNPOST)	425'-5 1/2"
BREADTH MOULDED	55'-0"
DEPTH - - - - TO UPPER DECK	30'-6"

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

TO CLASS: LLOYDS 100 A.I. + (WITH SHELTER DECK)
DOUBLE BOTTOM ARRANGED TO CARRY OIL FUEL. FLASH POINT NOT LOWER THAN 150° FAHR

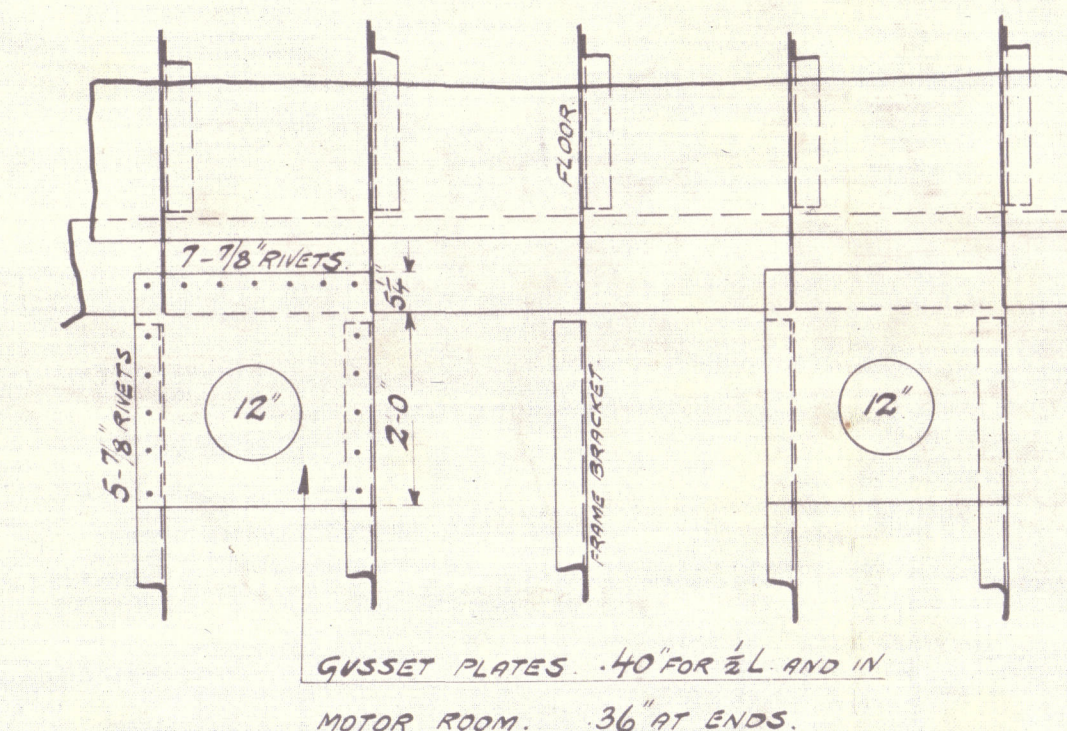
SCANTLING NUMBERS

$$B+D = 55 + 30.5 = 85.5 = \text{TRANSVERSE NUMBER.}$$
$$L(B+D) = 42546 \times 85.5 = 36377 = \text{LONGITUDINAL NUMBER}$$
$$d = 1800.$$

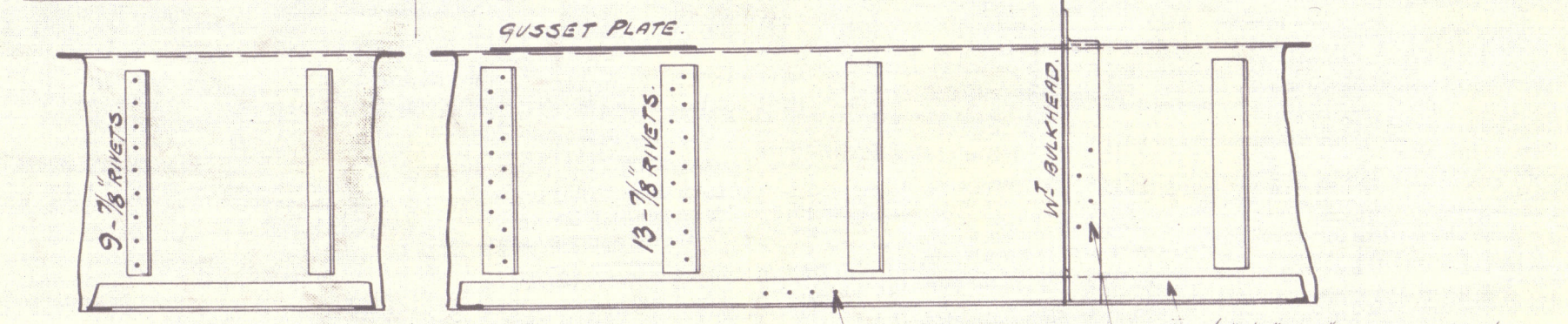
PROPORTIONS

$$\frac{L}{B} = \frac{425.46}{55} = 7.74 \quad \frac{L}{D_{50}} = \frac{425.46}{38.5} = 11.05$$

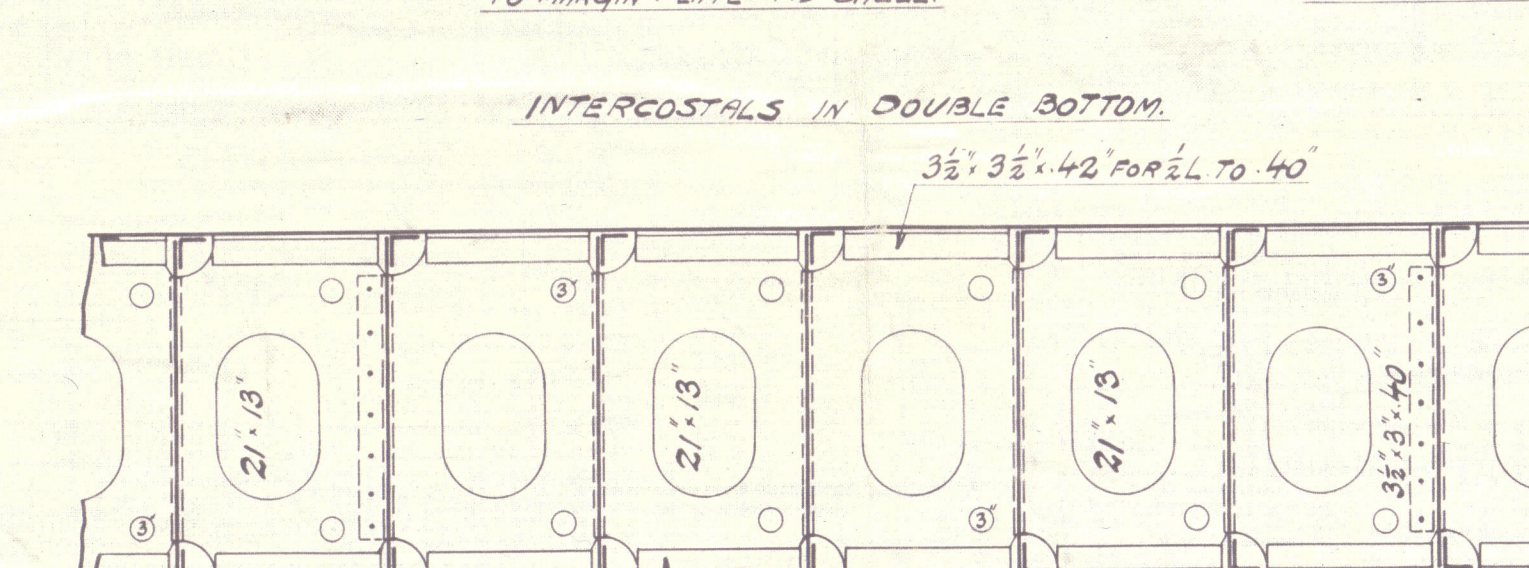
GUSSET PLATES ON EVERY 2ND FRAME
SEE PROFILE.



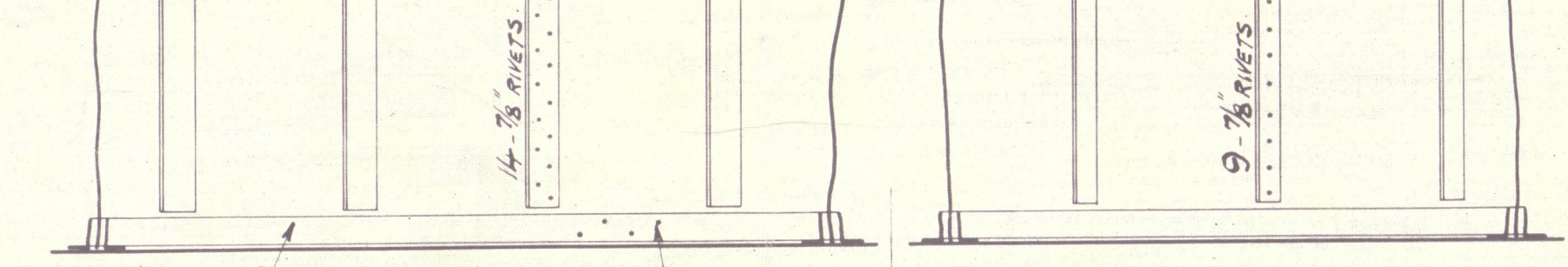
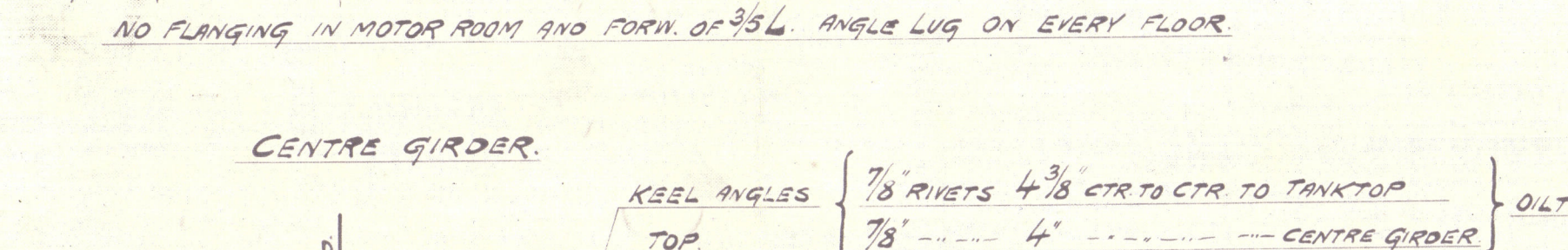
SINGLE LUGS IN AND → TANKSIDE.
OUTSIDE TANK AFT OF ← SINGLE LUGS INSIDE TANK 5° 32' 42" FROM COLL. BND. TO AFT END OF MOTOR ROOM
MOTOR ROOM 32° 33' 42" ← OUTSIDE 5° 5' 58"



7/8" RIVETS 3 1/2" CENTRES (OILTIGHT)
TO MARGIN PLATE AND SHULL.



$3\frac{1}{2} - 3\frac{1}{2} = 42$ FOR L TO 40
 4 INTC FLANGED | FLANGE N | 4 INTERCOSTALS FLANGED. 3" FAYING SURFACE. | FLANGE N | 4 INTC FLANGED
 FLANGE LUG | FLANGE LUG



44.60' FOR 2L TO 56' SINGLE LUGS TO CENTRE GIRDER FOR 5.5' 58' 1/2 L AND IN MOTOR ROOM. 5.5' 58' SINGLE LUGS TO CENTRE GIRDER AT ENDS 36.38' 40'

KEEL 7/8 RIGTS 4" CTR FACTR TO CENTRE KEEL (OUTRIGHT)

ANGLES 1 --- 5 --- SHELL

BATTEN 7/8 --- 4 3/8

EQUIPMENT.

BELON UPPER DECK	36377	2 BOWER ANVORS EACH 68 CAT STOCKS	3
SHIFTER DECK (42546.8.%)	2553	1 --- AT 38	1
HOUSERS (33.775.8 + 27.775.8)	310	1 STREAM --- 19	EXCL STOCK
FOCUSLE (36.375.%)	88	1 KEAGE --- 8	
<u>EQUIPMENT NUMBER</u>	<u>39328</u>	270 --- 2 5/16 STUD CHAIN CABLE	
		90 --- 5 STEEL WIRE	
		120 --- 5	
		2 HANSERS EACH 90 PITHONS 8" MANILLA	
		2 --- 90	7

RIVETING.

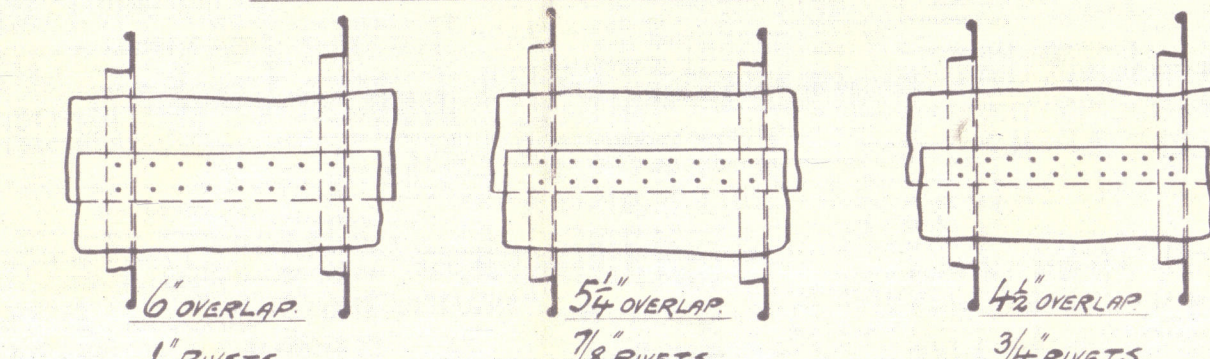
7/8 RIOTS THRU FRAMES TO SHELL PLATING SPACED $5\frac{1}{2}$ CENTRES. (OUTSIDE DOUBLE BOTTOM).
7/8 ----- IN FURF AND HIT POINT TACKS SPACED $4\frac{1}{2}$ CENTRES.
7/8 ----- IN FLAT OF BOTTOM ROWN OF $\frac{3}{8}$ SL SPACED $4\frac{1}{2}$ CENTRES.
 BEAMS TO DECK PLATING $\frac{7}{8}$ RIOTS SPACED $5\frac{1}{2}$ CENTRES AND $\frac{7}{16}$ RIOTS SPACED $4\frac{1}{2}$ CENTRES.
3/4 RIOTS IN STRANGERS SPACED $5\frac{1}{2}$ CENTRES. $\frac{7}{8}$ RIOTS IN BULKHEAD STRIPPERS SPACED 66 CTRS.
W BULKHEADS. BUTTS AND EDGES OF W BULKHEADS OVERLAPPED AND SR $\frac{3}{4}$ RIOTS $5\frac{1}{2}$ CTRS
 AND $\frac{7}{8}$ RIOTS $2\frac{3}{4}$ CENTRES. BULKHEAD FRAMES $\frac{3}{4}$ RIOTS SPACED $3\frac{3}{4}$ CTRS TO BULKHEAD
 AND $\frac{7}{8}$ RIOTS SPACED $4\frac{1}{2}$ CTRS TO SHELL AND TANKTOP (216 END) SEE JOINTS ETC.
DECKS AND STRINGERS. BUTTS OF SHELTER DECK STRINGER PLATE OVERLAPPED AND TR FOR
 WHOLE LENGTH. $\frac{7}{8}$ RIOTS 36 CENTRES. $\frac{7}{16}$ RIOTS 2 8 CENTRES. BUTTS OF UPPER DECK
 STRINGER PLATE OVERLAPPED AND TR FOR WHOLE LENGTH. $\frac{7}{16}$ RIOTS 2 8 CENTRES.
 BUTTS OF LOWER DECK STRINGER PLATE OVERLAPPED AND TR FOR WHOLE LENGTH. $\frac{7}{16}$ RIOTS 2 8 CTRS.
 BUTTS OF SHELTER UPPER AND LOWER DECK PLATING OVERLAPPED AND DR FOR $\frac{1}{2}$ SL SR AT ENDS
 $\frac{3}{4}$ RIOTS 3 CENTRES. $\frac{7}{8}$ RIOTS 2 8 CENTRES.
 SEAMS OF DECK PLATING ALL OVERLAPPED AND SR $\frac{3}{4}$ RIOTS $3\frac{3}{4}$ CENTRES. $\frac{5}{8}$ RIOTS $2\frac{3}{4}$ CENTRES.
INNER BOTTOM, OUTRIGT RIVETING.
 $\frac{7}{8}$ RIOTS THRU BOTTOM FRAMES TO SHELL SPACED $5\frac{1}{2}$ CENTRES.
 $\frac{3}{4}$ ----- FRAMES TO FLOORS, RIB FRAMES TO FLOORS AND TANKTOP. SPACED $4\frac{1}{2}$ CENTRES.
 $\frac{3}{4}$ ----- FORWARD OF $\frac{3}{8}$ SL SPACED $4\frac{1}{2}$ CENTRES.
 BUTTS OF CENTRE GIRDER OVERLAPPED AND TR FOR WHOLE LENGTH. $\frac{7}{8}$ RIOTS 36 CTRS. $\frac{7}{16}$ RIOTS 2 8 CTRS.
 MARGIN PLATE ----- TR ----- $\frac{3}{4}$ RIOTS 2 8 CENTRES.
 TANKTOP CENTRE STRIPES OVERLAPPED AND TR FOR $\frac{1}{2}$ L TO DR AT ENDS WHERE BELOW 48
 $\frac{7}{8}$ RIOTS 3 CENTRES. $\frac{7}{16}$ RIOTS 2 8 CENTRES.
 SEAMS OF TANKTOP CENTRE STRIPES OVERLAPPED AND DR. $\frac{7}{8}$ RIOTS 3 CTRS. $\frac{3}{4}$ RIOTS 2 8 CTRS.
 BUTTS OF TANKTOP REMAINING STRIPES OVERLAPPED AND DR FOR $\frac{1}{2}$ L TO SR AT ENDS. $\frac{7}{16}$ RIOTS 2 8 CTRS. $\frac{7}{8}$ RIOTS 36 CTRS.
 SEAMS ----- DR IN MOTOR ROOM. 36 CENTRES. $\frac{3}{4}$ RIOTS 2 8 CTRS. $\frac{7}{8}$ RIOTS 36 CTRS.

RIVETING OF SHELL BUTTS.

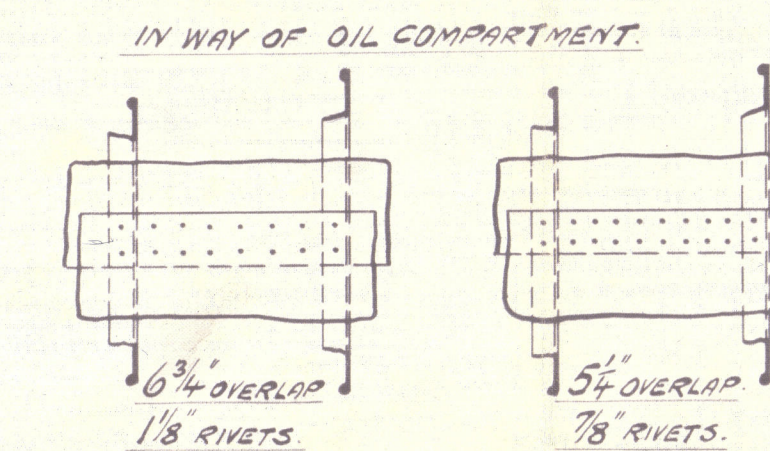
KEEL PLATE OVERLAPPED AND QUANTITATIVE RIVETED FOR $\frac{1}{2}$ L TO QR AT ENDS.			
A	STRAPS	QR FOR $\frac{1}{2}$ L TO QR AT ENDS.	$\left. \begin{array}{l} 18 \text{ RIVETS } 4 \text{ CENTRES} \\ 1' \text{ --- } 3\frac{1}{2} \\ 7\frac{1}{2} \text{ --- } 3 \end{array} \right\} \begin{array}{l} \text{OUTRIGT} \\ \text{RIVETING} \end{array}$
B		QR TR	
C		QR TR	
D		QR TR	
E		QR TR	
F		QR TR	
G		TR FOR WHOLE LENGTH.	
H			
I		TR	
K		TR	
L		TR	$\left. \begin{array}{l} 1 \text{ RIVETS IN PLATES OVER } 66'' \text{ AND NOT EXCEEDING } 88'' \\ \text{SPACED } 4 \text{ FT. IN QR LAPS AND } 3\frac{1}{2} \text{ FT. IN } \\ \text{TR LAPS. } 7\frac{1}{2} \text{ RIVETS IN PLATES OVER } 48'' \\ \text{AND NOT EXCEEDING } 66'' \text{ SPACED } 3\frac{1}{2} \text{ FT. IN } \\ \text{QR LAPS AND } 3 \text{ FT. IN TR LAPS. } \\ 3\frac{1}{2} \text{ RIVETS IN PLATES OF } 48'' \text{ AND UNDER } \\ \text{SPACED } 2\frac{1}{2} \text{ CENTRES.} \end{array} \right\}$
M		TR	
N		QR FOR $\frac{1}{2}$ L TO TR AT ENDS WHERE UNDER 66'	
O		QR TR	
BUTTS OF BULWARK PLATES OVERLAPPED AND 5R			

RIVETING OF SHELL LANDINGS.

OUTSIDE OIL COMPARTMENT.



1 2 1 2 1 3 1 2 1 1 1



RIVETING OF BULKHEAD FRAMES
UNDER 24'-0" LIMIT BELOW UPPER DECK

FLANGE TO BULKHEAD	FLANGE
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16
17	17
18	18
19	19
20	20
21	21
22	22
23	23
24	24
25	25
26	26
27	27
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29	29
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34	34
35	35
36	36
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67	67
68	68
69	69
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87	87
88	88
89	89
90	90
91	91
92	92
93	93
94	94
95	95
96	96
97	97
98	98
99	99
100	100

32

34 RIVETS ANGLE 3-5-52 N-50

FOR 24" UNDER UPPER DECK
FLANGE TO BULKHEAD

Diagram showing the construction of a rectangular frame with a central horizontal bar and two vertical bars, labeled with dimensions and material specifications.

ANGLE $3\frac{1}{2}^\circ, 3^\circ, 46^\circ$ & 44°

003

003065-003074-0080

CORRECTED COPY OF LLOYD'S APPROVED PLAN.

315.
B.I.
} *OK* *OK*
10-12-1915
1/2" = 1 foot
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MIDDELSPANT.
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13

Burmeister & Wain
New Building
No 3/5.

Midship section.

Duplicate.

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