

Nº 1378^c
M.V. "BRITISH MARINER"
MIDSHIP SECTION.

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

DIMENSIONS:- 463'-0" B.P. x 61'-6" x 34'-0" MLD.
TO CLASS 100A1* AT LLOYDS CARRYING
PETROLEUM IN BULK.

LONGITUDINAL FRAMING AT BOTTOM & DECK.

ALL BULB ANGLES & CHANNELS ARE N.B.S.
PLATES ARE O.B.S.

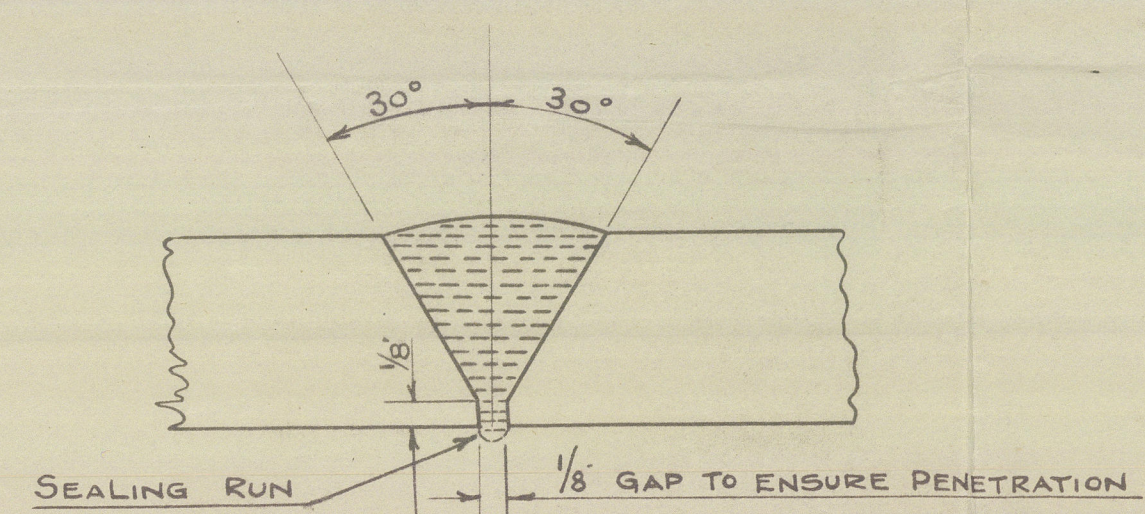
LLOYDS NUMERALS
D = 34 = 34.0
L x D = 463 x 34 = 15742.0
L (B.D.) = 463 (615 + 34) = 44216.5
L/D = 463 ÷ 34 = 13.62

EQUIPMENT NUMERAL

2ND LONG. NUMERAL L(B.D.) = 44216.5
POOP = 93.5
BRIDGE = 39.5
FORECASTLE = 54.5
POOP HOUSE & E.E.B. CASING = 95.50
BRIDGE HOUSE = 130.25 x 8 x 5 = 545.0
OFFICERS HOUSE = 45.5
WHEELHOUSE = 89.5 x 8 x 5 = 358.0
EQUIPMENT NUMERALS 46344.5

EQUIPMENT LIST

2 BOWER ANCHORS 8 1/4 CWT'S STOCKLESS
ANCHOR 69 1/2
1 STREAM 25 1/2
300 FMS. 2 1/2 STUD LINK CHAIN CABLE
120 4 3/4 (6/24) CIRC STEEL WIRE GALV.
130 5 1/2 (6/24)
2 @ 100 FMS 3 (6/24) WIRE HAWSERS BUILDERS SUPPLY
3 @ 100 3 1/2 (6/24) OWNERS
HAWSERS OF SPECIAL MANILA TO BE

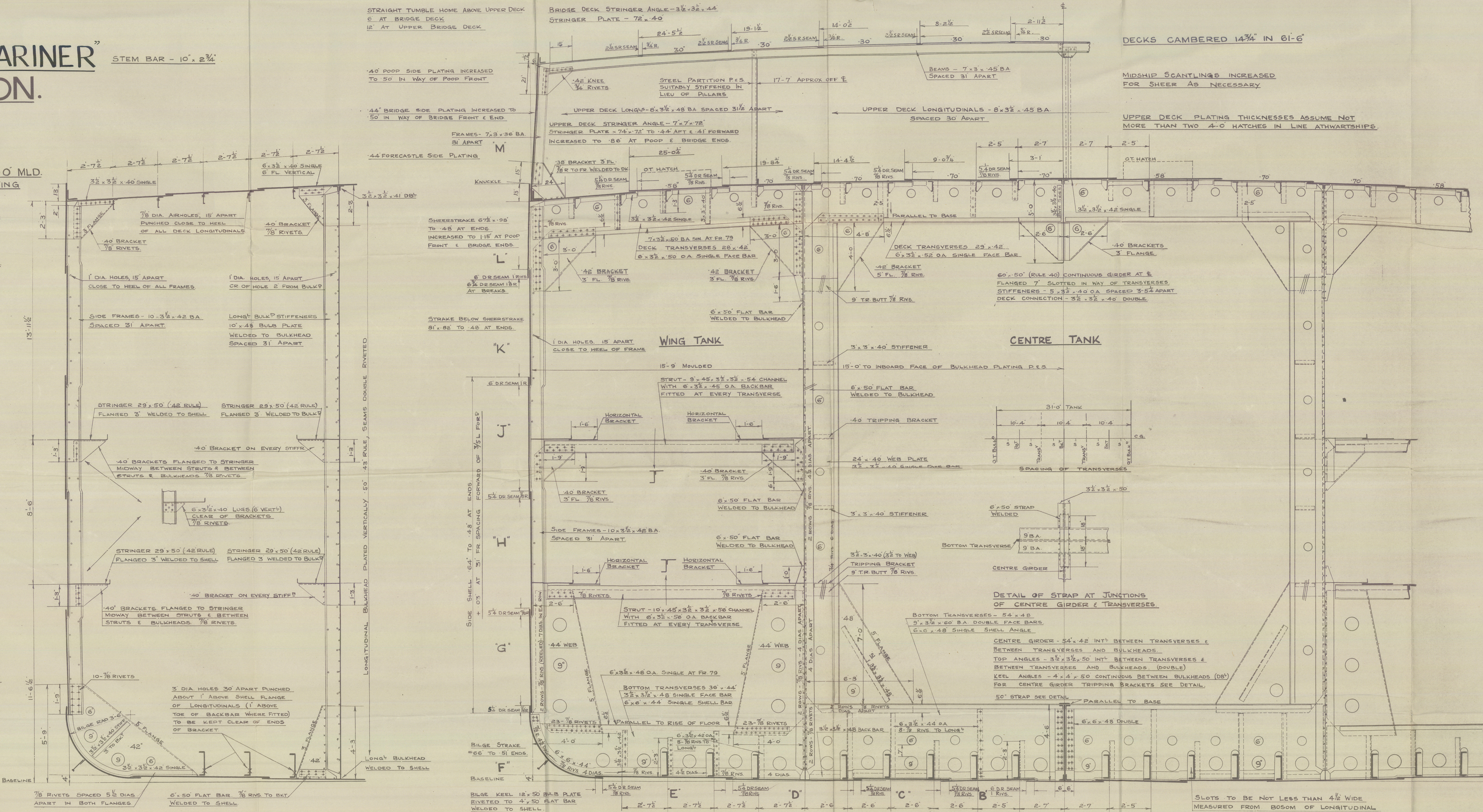


DETAIL OF WELDED SHELL
AND UPPER DECK BUTTS

SECTION THRO WING TANKS
AT INTERMEDIATE FRAMES
LOOKING AFT.

SHELL THICKNESSES AT ENDS
CLEAR OF OIL & STRENGTHENING OF BOTTOM.
FORWARD OF 1/2 L FOR P.
BOTTOM - 66 FOR 1/2 L TO 50 AT ENDS
SIDE - 67 . . . 47 . . . FOR RULE FRAME SPACING.

TYPICAL SECTION AT TRANSVERSE - LOOKING AFT



SCHEME OF WELDING.

FLAT PLATE KEEL BUTTS WELDED.
ALL SHELL BUTTS WELDED.
ALL UPPER DECK (STRINGER & PLATING) BUTTS WELDED.
STIFFENERS WELDED TO ALL OILTIGHT BULKHEADS.
TANK STRINGERS WELDED TO SHELL & BULKHEADS.
O.T. LONGITUDINAL BULKHEAD WELDED TO BOTTOM SHELL.

SCHEME OF RIVETING.

SHELL SEAMS DOUBLE RIVETED THROUGHOUT.
UPPER DECK SEAMS DOUBLE RIVETED IN WAY OF OIL TO SINGLE
RIVETED AT ENDS WHERE NOT EXCEEDING .76 AND CLEAR OF OIL.
OILTIGHT BULKHEAD SEAMS DOUBLE RIVETED.

SPACING OF RIVETS.

RIVETS IN BOTTOM LONGITUDINALS TO SHELL SPACED 3/2 DIAS APART.
FOR 11 RIVETS EACH SIDE OF TRANSVERSES & BULKHEADS IN 31'-0" TANKS.
4 1/2 DIAS APART FORWARD OF 1/2 L FOR P. IN LONGITUDINALS & IN BOTH FLANGES
OF BACKBARS WHERE FITTED 6 DIAS APART ELSEWHERE.
RIVETS IN DECK LONGITUDINALS TO DECK SPACED 6 DIAS APART.
RIVETS IN SIDE FRAMES TO SHELL SPACED 5 1/2 DIAS APART IN WAY OF
OIL TANKS.
RIVETS IN SIDE FRAMES TO SHELL SPACED 5 1/2 DIAS APART IN WAY OF
PEAK TANKS, DEEP TANK & OIL FUEL BUNKERS.
RIVETS IN SIDE FRAMES TO SHELL (EXCEPT AS OTHERWISE MARKED),
7 DIAS APART WHERE FRAME SPACING DOES NOT EXCEED 28 1/2
6 1/2 DIAS APART WHERE FRAME SPACING EXCEEDS 28 1/2 BUT DOES NOT
EXCEED 31 1/2.
RIVETS IN SIDE FRAMES TO FLOORS SPACED 7 DIAS APART CLEAR OF
OIL TANKS, 5 DIAS APART IN AFT PEAK TANK.
RIVETS IN FACE BARS TO FLOORS & WEBS, IN WAY OF OIL TANKS,
SPACED 6 DIAS APART EXCEPT WHERE OTHERWISE SHOWN.
RIVETS IN FRAMES TO BOTTOM SHELL FORWARD OF 1/2 LENGTH FORWARD
SPACED 5 1/2 DIAS APART.
RIVETS IN SHELL SEAMS SPACED 4 DIAS APART THROUGHOUT.
RIVETS IN UPPER DECK SEAMS, IN WAY OF OIL TANKS, 5 1/2 DIAS APART
WHERE PLATING THICKNESS IS .50 AND UNDER, 4 DIAS APART WHERE
PLATING THICKNESS EXCEEDS .50.
RIVETS IN OILTIGHT BULKHEAD BOUNDARY BARS SPACED 5 DIAS APART.
RIVETS IN TRANSVERSE BEAMS TO DECK IN WAY OF OIL SPACED
5 DIAS APART.
RIVETS IN TRANSVERSE FLOORS TO SHELL IN WAY OF LONGITUDINAL
FRAMING SPACED 4 1/2 DIAS APART WHERE BACKBARS ARE FITTED, 4 DIAS
WHERE SHOWN AND 4 1/2 DIAS APART ELSEWHERE (BOTH FLANGES).
RIVETS IN FACE BARS OF DECK TRANSVERSES SPACED 6 DIAS APART.
RIVETS IN BRACKET ATTACHMENTS WHERE NOT SPECIALLY INDICATED
SPACED NOT MORE THAN 5 DIAS APART.

DETAIL OF CENTRE GIRDER
TRIPPING BRACKETS.

RECEIVED AND WITNESSED
29 OCT 1948
LLOYDS REGISTER

Harland Wolff Ltd.

no. 1378 G.

"British Mariner" ★

Midship Section (as built)

RECORDS DEPT.
LONDON



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Lloyd's Register
Foundation

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