

SHIP NO 31. MIDSHIP SECTION. SCALE. $\frac{1}{2}$ " = 1 FOOT.

DIMENSIONS: LENGTH 458'6" B.P. x BREADTH 59'9" x DEPTH 34'5" MID TO UPPER D.K.

CLASS 100 A1 "CARRYING PETROLEUM IN BULK" LONGITUDINAL FRAMING.

NOTE: ALL SECTIONS ARE N.B.S. EXCEPT WHERE MARKED O.B.S.

LLOYD'S NUMERALS

$L \times D = 15780$
 $L(B+D) = 43176$
 $\frac{L}{B} = 13.3$
 $d = 22.42$

2 TRANSVERSES IN OIL TANKS
SPACED 10'6" - 8'5" - 10'6"

TRANSVERSE FRAMING FOR & AFT OF OIL TANKS

EQUIPMENT NUMERALS

$L(B+D) = 43176$
POOP 94
BRIDGE 37.5
FOCSE 40.75
 $172.25 \times 7.5 \times 7.5 = 968.90$
CASING 83.5
HOUSE 28.0
 $111.5 \times 7.5 \times 5 = 418.12$
 44563.02

EQUIPMENT

2 BOWER ANCHORS (STOCKLESS) EACH 77 CWTs } TOTAL WT. 219 1/2 CWTs
1 ANCHOR (") 65 1/2 " }
1 STREAM ANCHOR 22 CWTs EX STOCK
300 FATHOMS 2 1/2" STUD CHAIN CABLE
120 " 5" STEEL WIRE (STREAM)
130 " 5 3/4" " (BONLINE)
100 " (2 OFF) 2 3/4" " (HANSER)
100 " (2 OFF) 2 3/4" " (NARP)

STEM $10 \frac{1}{2} \times 2 \frac{1}{2}$
RUDDER $9 \frac{3}{8} \times 8 \frac{3}{8}$
STERN $10 \frac{3}{8} \times 8 \frac{3}{8}$

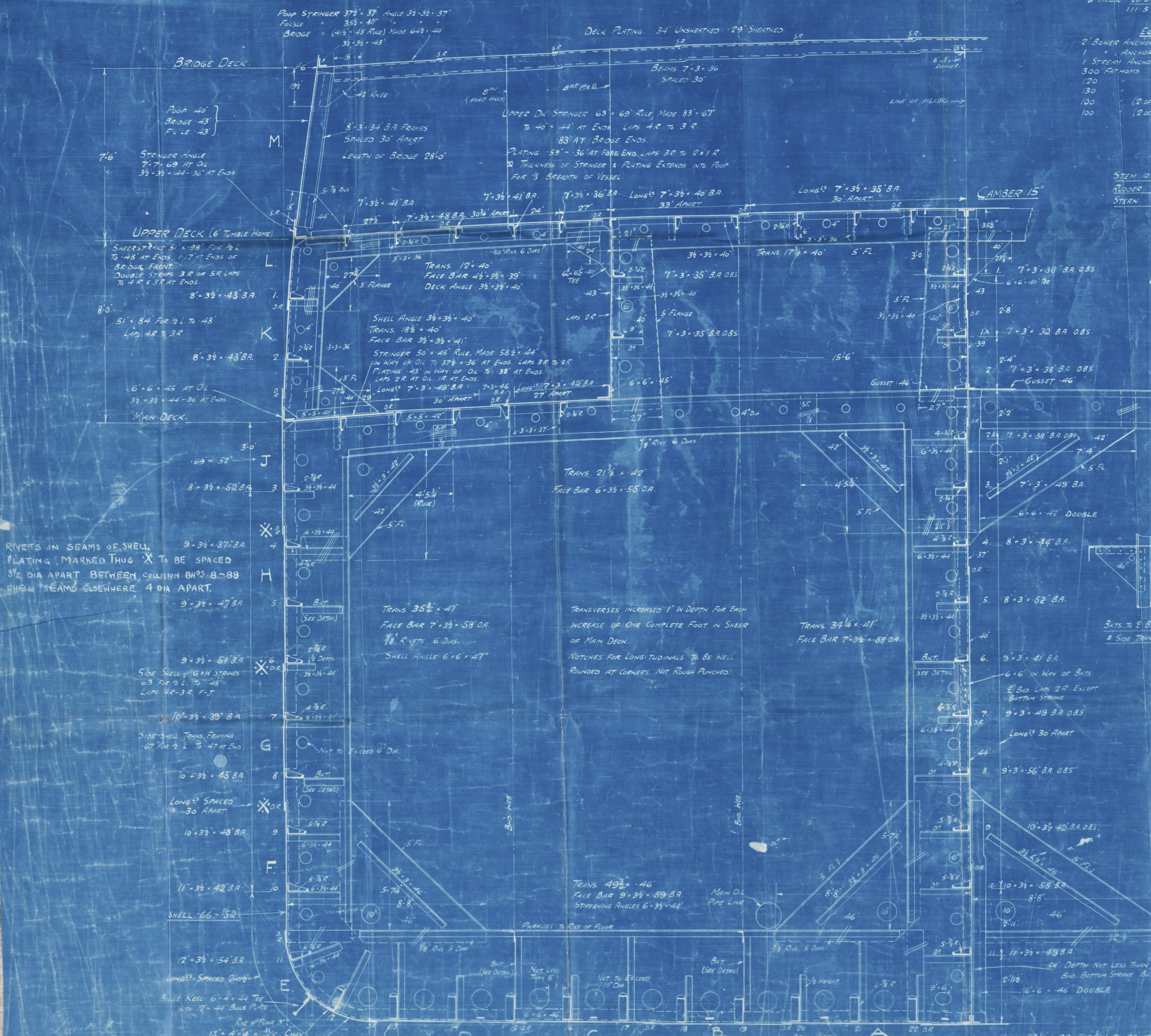
DRAIN HOLES 8" DIA 12" APART TO BE
PUNCHED IN ALL LONGS & BHD STIFFENING B.A.
2" HOLES 24" APART IN 12" CHANNELS

RIVETING

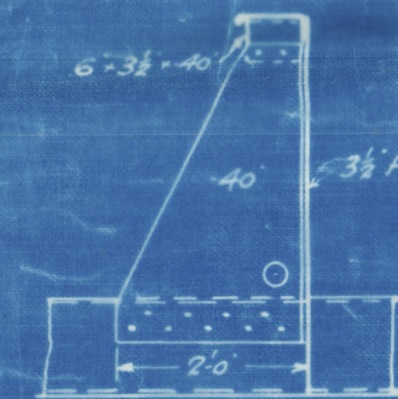
SHELL LONGS 1-4 RIVETS THIRD SHELL 6 DIAS. APART.
LONGS 5-8 RIVS. THIRD SHELL 6 DIAS. APART & 4 1/2 DIAS.
FOR 11 RIVS. EACH SIDE BHDs & 9 1/2 ON OPPOSITE SIDES
OF TRANSVERSE
SHELL LONGS 9-22 6 DIAS. 3 1/2 DIAS. FOR 11 RIVS. EACH
SIDE BHDs & 9 1/2 RIVS. ON OPPOSITE SIDE TRANS.
LONGS IN NO. 1 TANK ON PLAT OF BOTTOM, 4 1/2 DIAS. APART THROUGHOUT
& BHD LONGS 1-4 6 DIAS.
5-8 6 DIAS. 8 1/2 FOR 11 RIVETS EACH SIDE
BHDs & 9 1/2 ON OPPOSITE SIDES TRANS.
& BHD LONGS 9-11 6 DIAS. & 3 1/2 FOR 11 RIVS. EACH SIDE
BHDs & 9 1/2 ON OPPOSITE SIDES TRANS.

Note: Bottom Shell Longitudinals 9-22. One C.L. BHP
longitudinals 9-11 where close spaced at Bhd and
transverses to have one rivet more than rule
requirement on above table and to be spaced 4 diars
to conform with multiple spacing of seams.

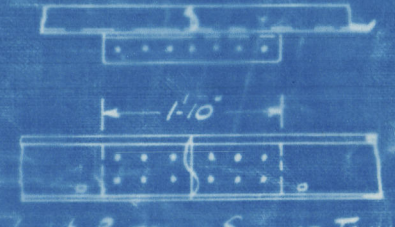
RIVETS IN SEAMS OF SHELL
PLATING MARKED THUS X TO BE SPACED
3 1/2 DIA APART BETWEEN COLLISION BHDs 8-88
SHELL SEAMS ELSEWHERE 4 DIA APART.



BKTS. TO E. BHD WEB
& SIDE TRANSVERSE



BUT. TO BOTTOM TRANS
& FACE BAR SUPPORT



LONG BUTS IN SUMMER TANK

LLOYD'S
LOFT
PLATE
MR MILLER
PLATE
LIFT
MILLER
PLATE
LIFT

KEEL $53 \frac{1}{2} \times 99$ FOR 3/4 L TO 79 AT ENDS
ANGLES $4 \times 4 \times 5$ FOR 1/2 L TO 82 AT ENDS LONG FRAMING
5 x 5 x 62 FOR 1/2 L TO 86 AT 1" TRANS
3R. DOUBLE STRIPS OF 5R. TO 4R LAPS 1 1/2 RIVETS

Blythwood S. B. Coy.

No 31

"Imperial Transport"
(Midship Section
As built)

GLASGOW REPORT No. 51756



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Lloyd's Register
Foundation

003591-00598-0088