

JOHN LEWIS & SONS LTD.
SHIPBUILDERS & ENGINEERS.
ABERDEEN.

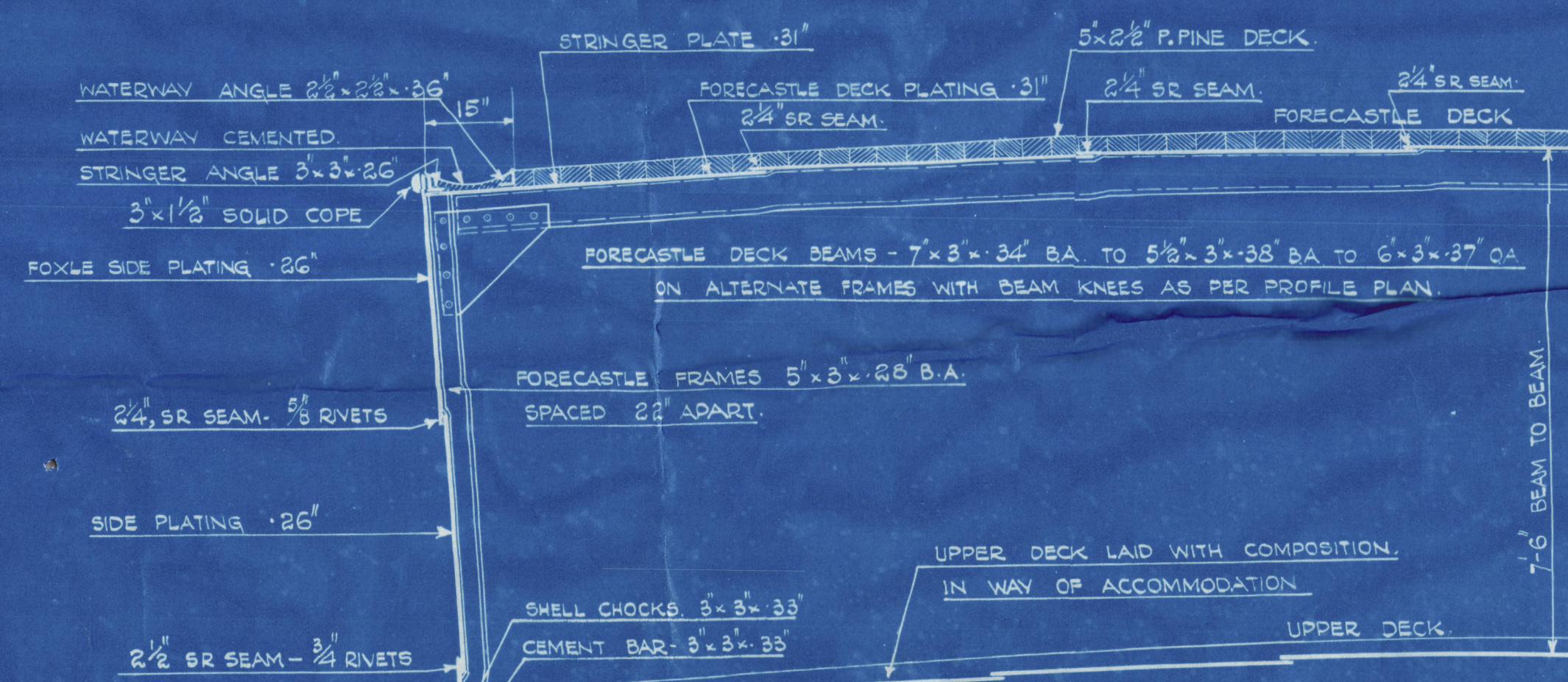
NUMERALS

DEPTH MOULDED	3' 25"	DEPTH MOULDED	13' 25"
D B TANK	2' 42"	OPEN FLOORS	1' 5"
	10' 85" $\frac{1}{2}$ " TO UPPER DECK IN BUNKERS		11' 75"
	6' 60" DE. HOLD	REF. ON DIVISION OF	
LESS $\frac{1}{2}$ EXCESS DEPTH	1' 33"	SIDE BRACKETS	75"
OF TANK BRACKETS			
	9' 50" $\frac{1}{2}$ " TO UPPER DECK IN HOLDS		12' 50" $\frac{1}{2}$ " IN BOILER SPACE
	9' 42" $\frac{1}{2}$ " IN ENGINE SPACE		

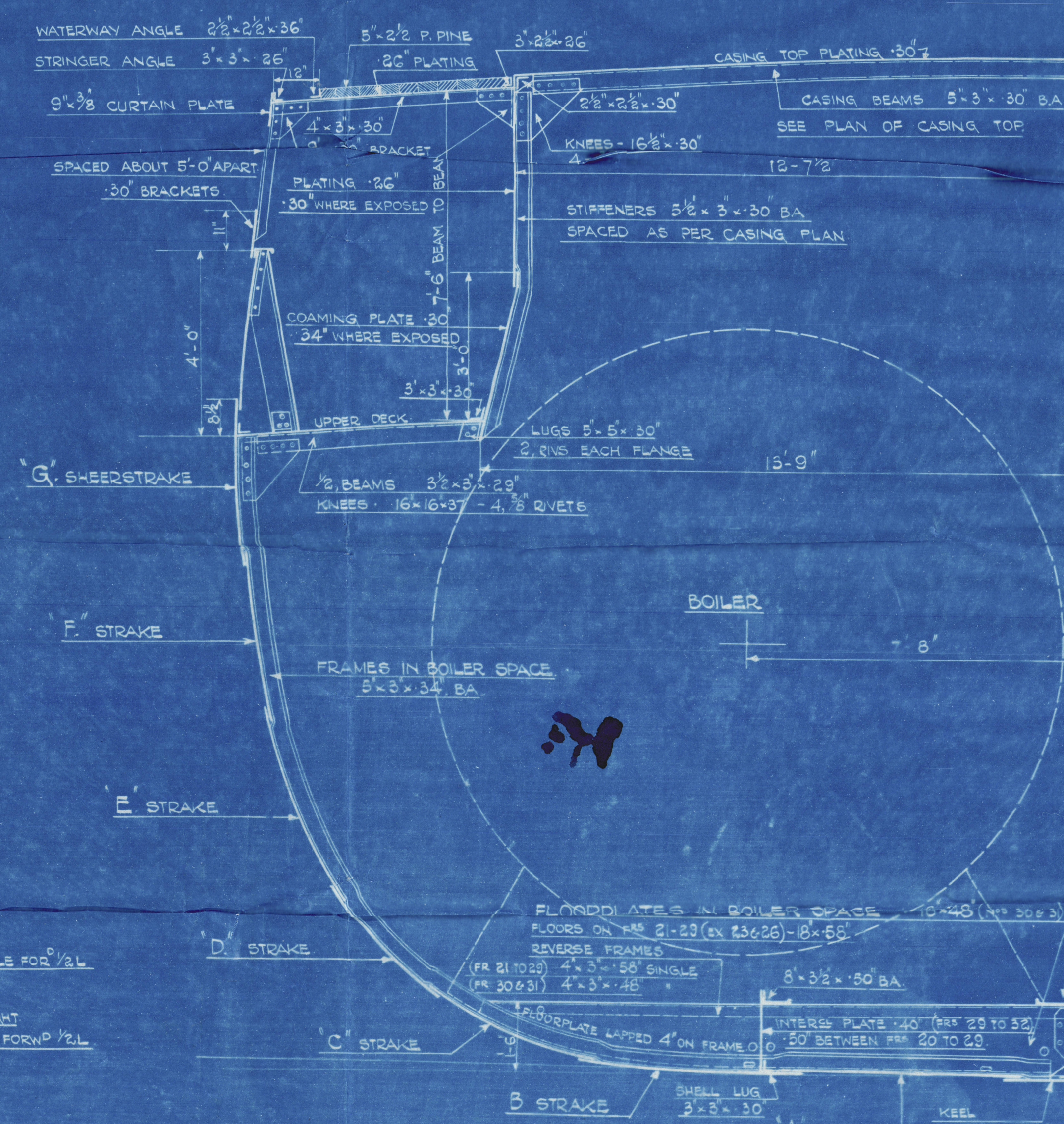
41% ERECTIONS

TO CLASS 100 A.I. LLOYDS.

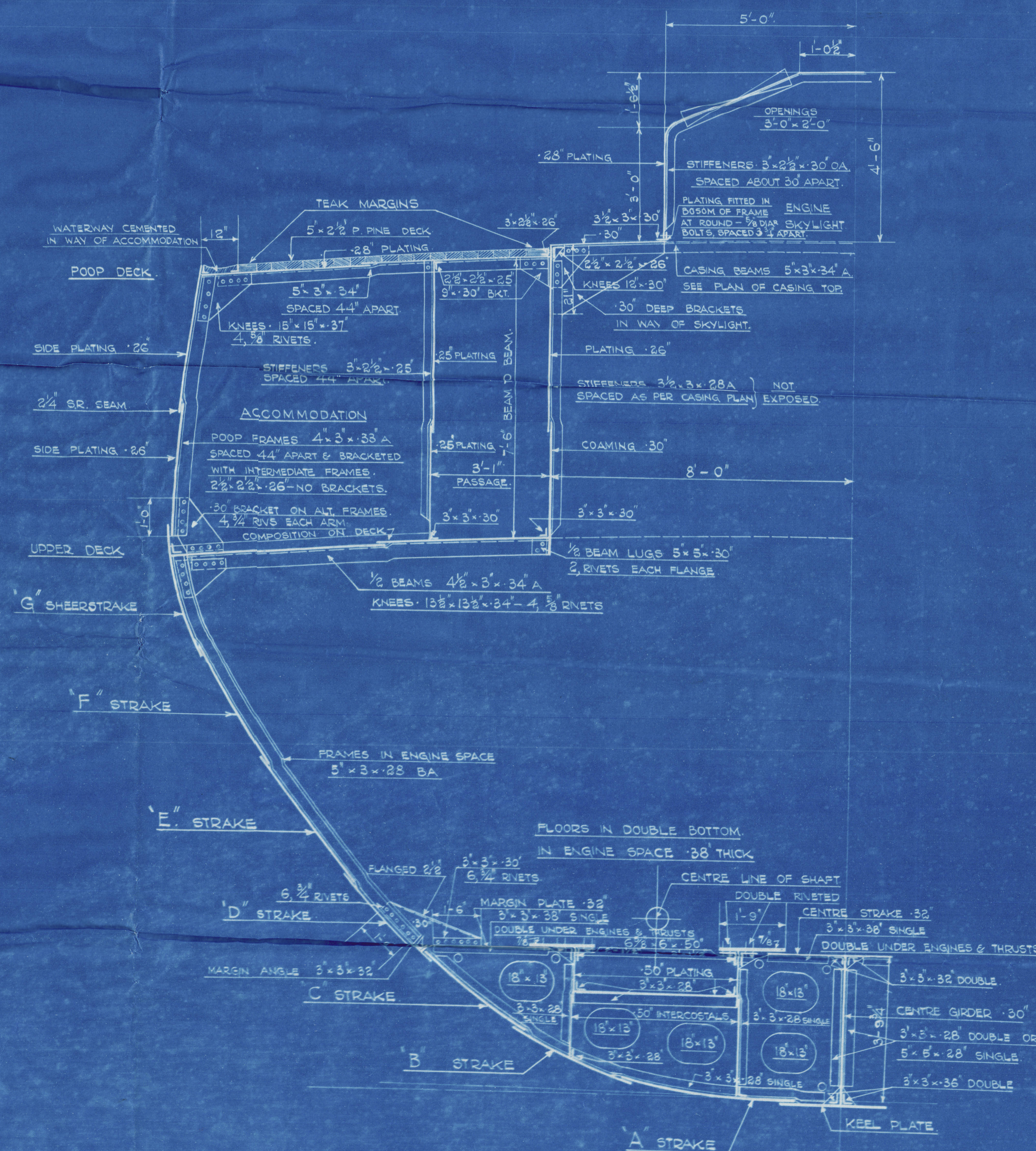
SCALE: - $\frac{1}{2}$ " = ONE FOOT.



SECTION THRO' FORECASTLE DECK



SECTION THRO' BOILER SPACE



SECTION THRO' ENGINE SPACE TANK

RIVETING

KEEL PLATE :- TREBLE RIVETED OVERLAPS FOR ½ L TO
TREBLE & DOUBLE AT ENDS.

KEEL TO UPPER TURN OF BULGE- DOUBLE RIVETED OVERLAPS ALL FORE & AFT.
UPPER TURN OF BULGE TO STROKE BELOW SHEERSTRAKES :- DOUBLE
RIVETED OVERLAPS ALL FORE & AFT.

SHEERSTRAKE:- TREBLE RIVETED OVERLAPS FOR ½ L TO DOUBLE AT ENDS,
STRAKE BELOW :- " " " " " "

UPPER DK STRINGER PLATE :- DOUBLE RIVETED OVERLAPS ALL FORE & AFT- TREBLE RVN
" " " " PLATING & DOUBLE RIVETED OVERLAPS FOR ½ L TO SINGLE AT ENDS.

CENTRE GIRDER :- DOUBLE RIVETED OVERLAPS ALL FORE & AFT.
MARGIN PLATE :- DOUBLE RIVETED OVERLAPS ALL FORE & AFT.

TANK TOP CENTRE STRAKE :- DOUBLE RIVETED OVERLAPS ALL FIDE & AFT.

TANK TOP PLATING :- DOUBLE RIVETED OVERLAPS FOR ½ L TO SINGLE AT ENDS

EQUIPMENT	NUMERALS		
L X POOP	=	$185 \times (38.5 + 18.25)$	= 8206.75.
POOP	=	$25.33 \times 7.5 \times 7.5$	= 198.73
FOXLE	=	$32.50 \times 7.5 \times 7.5$	= 182.81.
BRIDGE HOUSE	=	$7.5 \times 7.5 \times .50$	= 28.12
CASING	=	$25.66 \times 7.5 \times .50$	= 96.22
		EQUIPMENT NUMERAL	= 8714.65

HAIRYAK.	EQUIPMENT.	LEITER <i>j</i>
2.	BOWER ANCHORS	16% CWTs EACH. STOCKLESS.
1.	"	14 1/2 CWTs
1.	STREAM ANCHOR	4 3/4 CWTs (EX STOCK).
210	FATHOMS 1" STUD CHAIN CABLE	
1@ 30 "	5" STEEL WIRE STREAM	} TO OWNERS REQUIREMENTS
1@ 75 "	2 1/2 " " " TONLINE	
2@ 30 "	2 1/2 " " " RANDEL	
1@ 30 "	2 1/2 " " " WARD	
4@ 30 "	5" MANILLA	
1@ 11 "	2 1/2 " " "	

[illegible]

NOTE:- 'A' & 'B' STRAKES ARE TO RETAIN THEIR MIDSHIP THICKNESS TO RULE POSITION OF COLLISION BULKHEAD BOTTOM FRAME DOUBLE FORF OF $\frac{1}{2}L$ TO RULE POSITION OF COLLISION BULKHEAD.

SECTION THRO' UPPER DECK
IN WAY OF HOLD.

DETAIL OF STRUTS
BETWEEN DEEP BRACKETS
& SPACED AS PER PROFILE

DETAIL IN WAY OF RULE
FRAME BRACKETS IN BUNKERS
& IN FORWARD TANK

NOTE:- 'A' & 'B' STRAKES ARE TO RETAIN THEIR MIDSHIP THICKNESS TO RULE POSITION OF COLLISION BULKHEAD BOTTOM FRAME DOUBLE FORF OF $\frac{1}{2}L$ TO RULE POSITION OF COLLISION BULKHEAD.

Nº. 109.

Messrs. J. Lewis & Sons Ltd.

Midship Sections

Revised plan as built

S.S. "CALDARE"

abw. Report. 16387.

RETAIN

005867-005874-0079



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Lloyd's Register
Foundation