

# Nº 1052. MIDSHIP SECTION.

SCALE :- 1/2" = 1 FT



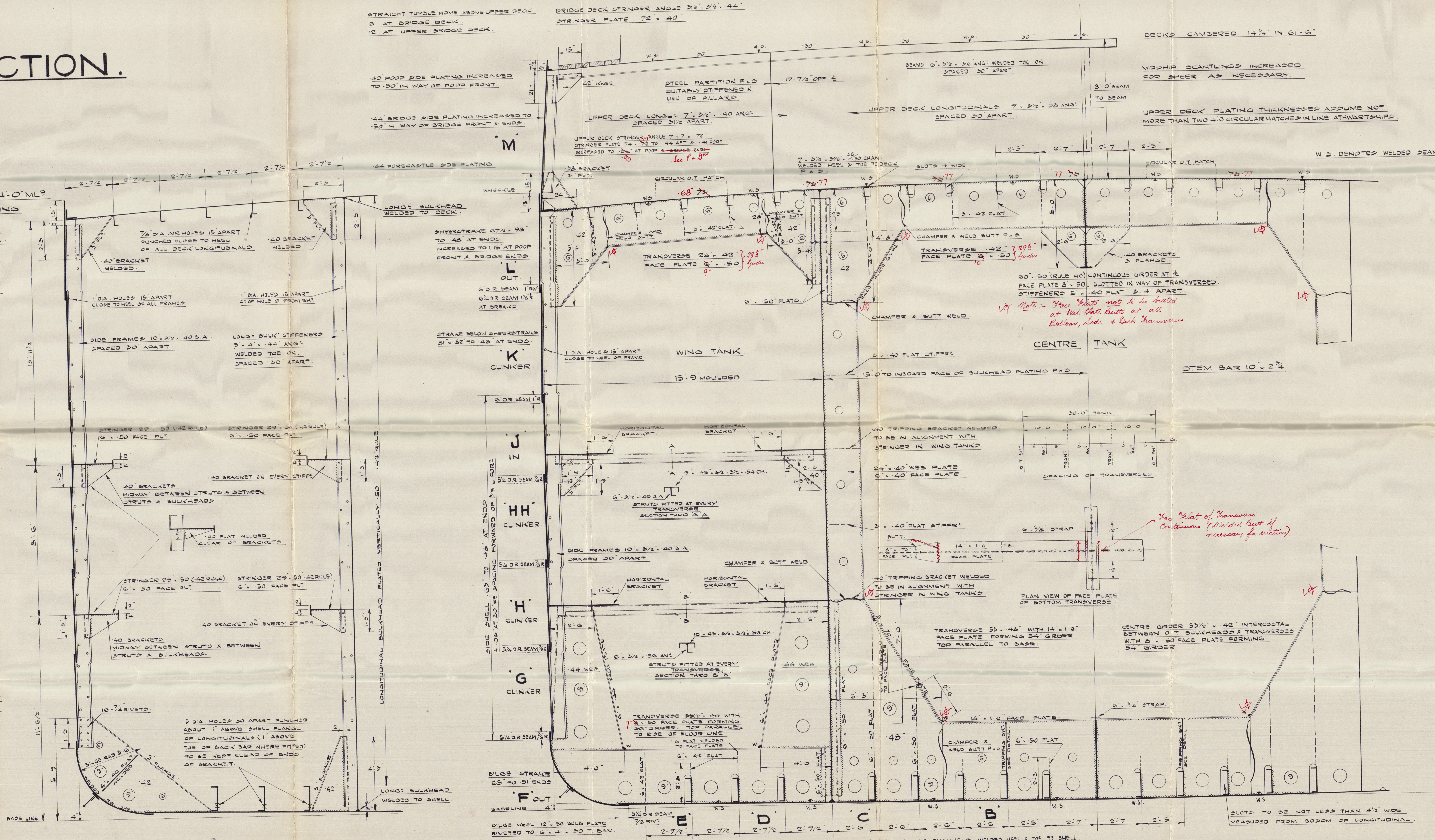
DIMENSIONS: 463'-0" B.P. x 61'-6" x 24'-0" M.L.B.  
TO CLASS 100 A.1. AT LLOYDS CARRYING  
PETROLEUM IN BULK.  
LONGITUDINAL FRAMING AT BOTTOM & DECK.

ALL BULB ANGLES & CHANNELS ARE N.B.P.

LLOYDS NUMERALS:  
D = 34 = 34.0  
L x D = 463 x 34 = 15742.0  
L (B+D) = 463 (61.5+34) = 44216.5  
L/D = 463 ÷ 34 = 13.62

EQUIPMENT NUMERAL:  
2nd LONG. NUMERAL L (B+D) 44216.5  
POOP 95.5  
BRIDGE 44.5  
FORECASTLE 54.5  
132 5' x 8' 75" 1155.0  
POOP HOUSE 95.5  
S.A.B. CASINO 45.5  
BRIDGE HOUSE 121 25' x 5' 565.0  
OFFICERS HOUSE 48.0  
WHEEL HOUSE 20 5' x 5' 286.0  
EQUIPMENT NUMERAL 44216.5

EQUIPMENT LIST:  
2 BOWER ANCHORS 3 1/4 CHTD STOCKLESS  
1 STREAM 23 1/2  
300 FMS 2 1/2" STUD LINK CHAIN CABLE  
120 4 3/4" (5/24) CIRC STEEL WIRE GALV.  
120 5 1/2" (5/24)  
2 @ 100 FMS 3" (5/24) WIRE HANDER, BUILDERS SUPPLY  
2 @ 100 3 1/2" (5/24) OWNERS  
HANDER OF SPECIAL MANILA



SECTION THRO' WING TANK  
AT INTERMEDIATE FRAMES  
LOOKING AFT.

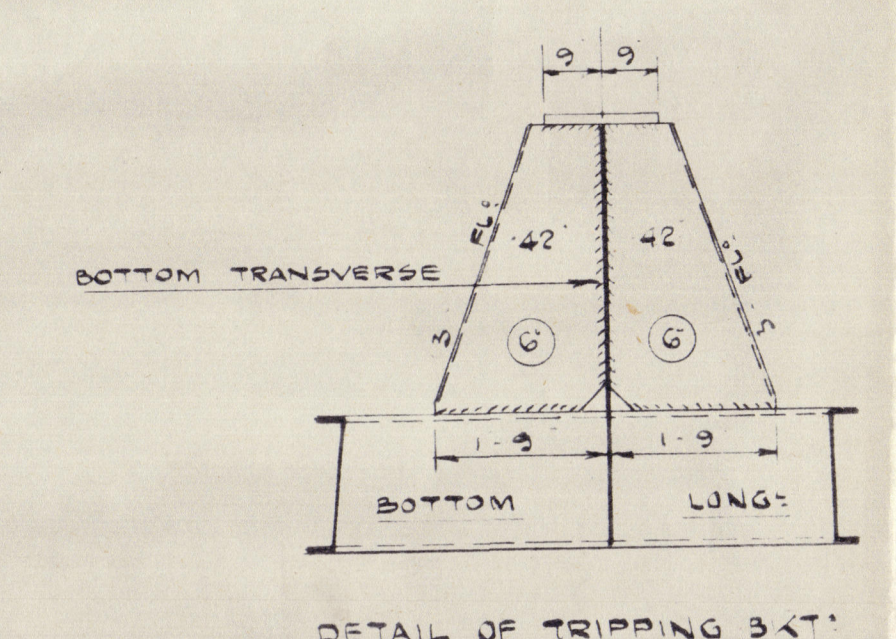
SHELL THICKNESSES AT ENDS:  
CLEAR OF OIL & STRENGTHENING OF BOTTOM  
FORWARD OF 1/2 L FOR:  
BOTTOM - 69 FOR 1/2 L TO .50' AT ENDS  
SIDE - 67 " " " 47 " " "

BOTTOM LONGITUDINALS 17' x 48' x 4' 7/8" 68 CHANNEL WELDED WEL & TOE TO SHELL  
BOTTOM SHELL .68 FOR 1/2 L FOR 1/2 L TO .51' AT ENDS  
72 FOR 1/2 L FOR 1/2 L TO RULE POSITION OF COLLISION BM?  
INCREASED TO 76 AT TRANSVERSE FRAMING IN DEEP TANK FOR:  
WEL 53 x 39 FOR 1/2 L TO .77 AT ENDS

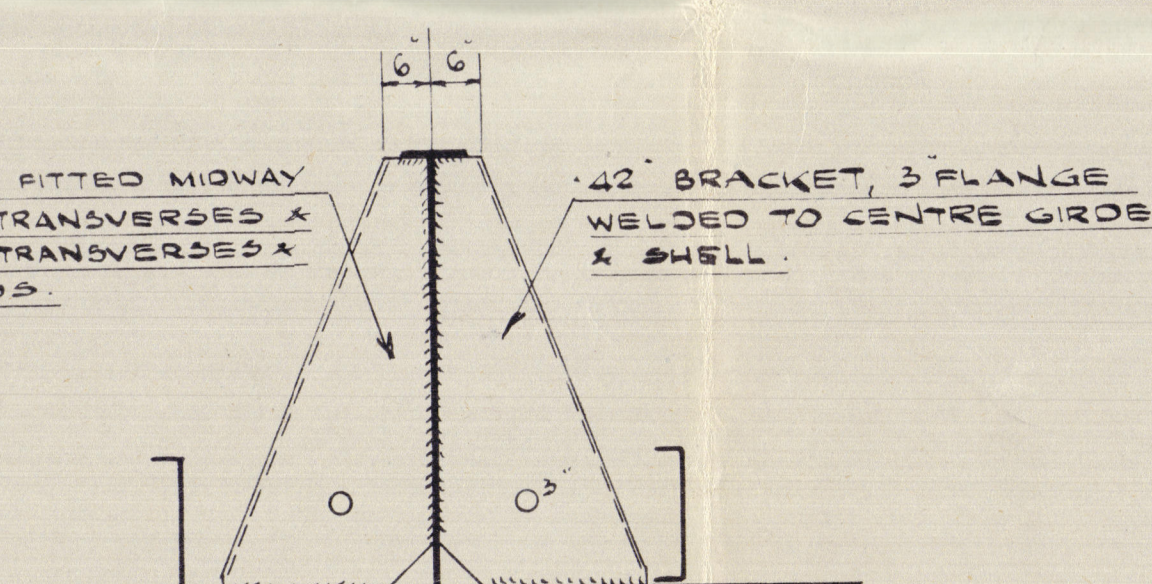
TYPICAL SECTION AT TRANSVERSE LOOKING AFT.

RIVETING NOTE:-  
RIVETS IN SIDE FRAMES TO SHELL SPACED 6 DIA' APART IN WAY OF OIL TANKS.  
RIVETS IN SIDE FRAMES TO SHELL SPACED 5 DIA' APART IN WAY OF  
PEAK TANKS, DEEP TANK & OIL FUEL BUNKER.  
RIVETS IN SIDE FRAMES TO SHELL (EXCEPT AS OTHERWISE MARKED)  
7 DIA' APART WHERE FRAME SPACING DOES NOT EXCEED 28 1/2".  
6 DIA' APART WHERE FRAME SPACING EXCEEDS 28 1/2" BUT DOES  
NOT EXCEED 21/2".  
RIVETS IN SIDE FRAMES TO FLOORS SPACED 7 DIA' APART CLEAR  
OF OIL TANKS, 5 DIA' APART IN FORE & AFT PEAK TANKS.  
RIVETS IN SHELL BEAMS SPACED 4 DIA' APART THROUGHOUT.

WELDING  
O.T. BULKHEAD BOUNDARIES, TRANSVERSE AT BOTTOM AND DECK TO J.T. LONGITUDINAL  
BULKHEAD, OVERLAP BEAMS OF J.T. BULKHEAD, BOTTOM LONGITUDINAL BRACKET, UPPER DECK TRANSVERSE TO DECK AND LONGITUDINALS  
BOTTOM TRANSVERSE TO SHELL AND LONGITUDINAL, TRANSVERSE FACE PLATED, 6" O.A. WELDED  
TOE ON TO 9" CHAMFER FORMING STRUTS IN WING TANKS, 37 LEG DOUBLE CONTINUOUS WELD  
STRUTS WHERE PRE-FABRICATED IN DOWNHAND POSITION 22 LEG D.C. WELD 25 LEG D.C. IN WAY OF CORNER BRACKETS  
STRUTS WHERE WELDED IN PLACE 25 LEG CONTINUOUS WELD ON TOP AND CONTINUOUS RUN BELOW. 37 LEG CONTINUOUS WELD  
IN WAY OF CORNER BRACKETS ON TOP AND CONTINUOUS RUN BELOW  
O.T. TRANSVERSE BULKHEAD STIFFENER TOP BRACKETS, O.T. LONGITUDINAL BULKHEAD STIFFENER 25 LEG D.C. WELD  
AND BRACKETS ON STRUTS TO SIDE FRAMES AND O.T. LONGITUDINAL BULKHEAD STIFFENER 25 LEG D.C. WELD  
O.T. BULKHEAD WELDS TO BULKHEAD, SIDE FRAME BRACKETS TO DECK UPPER DECK LONGITUDINALS AND BRIDGE DECK BEAMS TO DECK  
WELDED TOE ON, BOTTOM LONGITUDINAL TO SHELL WELDED WEL & TOE 31 LEG D.C. WELD  
O.T. TRANSVERSE AND LONGITUDINAL BULKHEAD STIFFENERS 25 LEG D.C. WELD  
BOTTOM FRAME BRACKETS TO SHELL, BOTTOM TRANSVERSE TO CENTRE GIRDERS AND TRANSVERSE TO DECK GIRDERS  
CENTRE GIRDER TO SHELL, DECK GIRDER TO DECK, 40 LEG D.C. WELD



DETAIL OF TRIPPING BRACKET



DETAIL OF CENTRE GIRDER  
TRIPPING BRACKET

APPROVED  
HAYES REGISTER OF SHIPPING  
THE BRITISH  
CORPORATION  
28/6/49

004230-004237-0180



LITHGOWS 1052 -

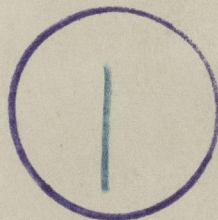
(13) (3)

MIDSHIP SECTION -

'British Period' ★

Gunnock J. E. Report 24366

RECORDS DEPT.,  
LONDON



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Foundation

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