

MIDSHIP SECTION.

SCALE 1/2"=1'-0"

96% OF LENGTH FROM FORESIDE OF STEM TO AFTERSIDE OF CULVERSTERN $\frac{96}{100} \times 385 = 370' 0"$
 BREADTH MOULDED 53'-0"
 DEPTH MOULDED TO SHUTTER 32'-0"
 UPPER DECK 23'-6"

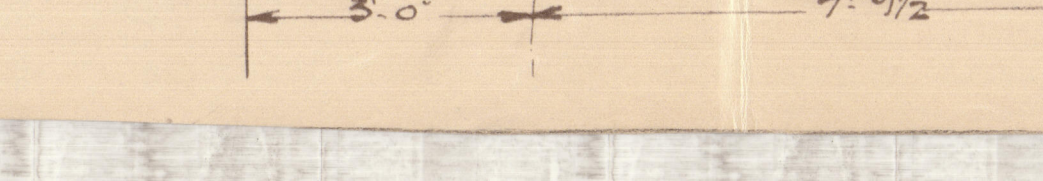
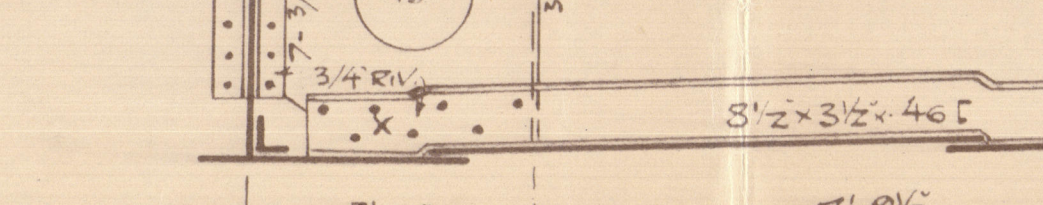
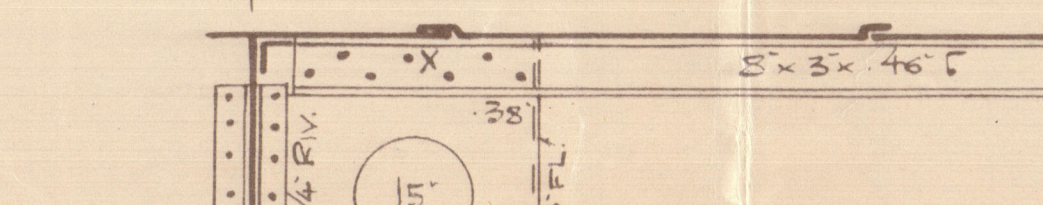
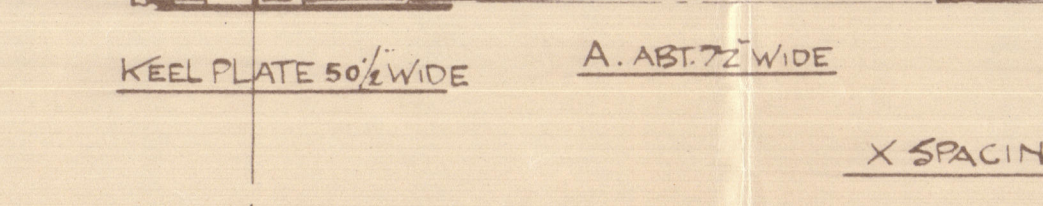
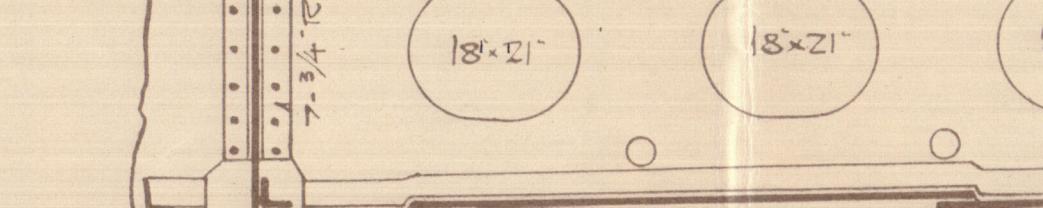
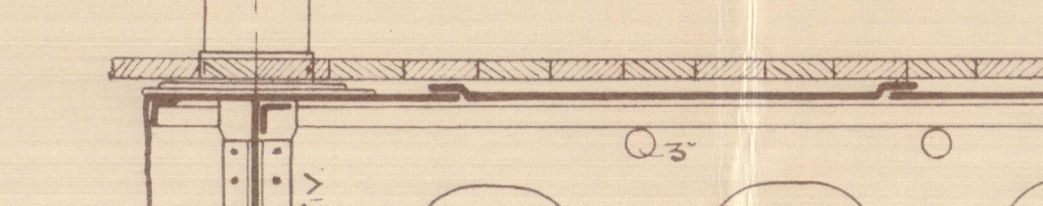
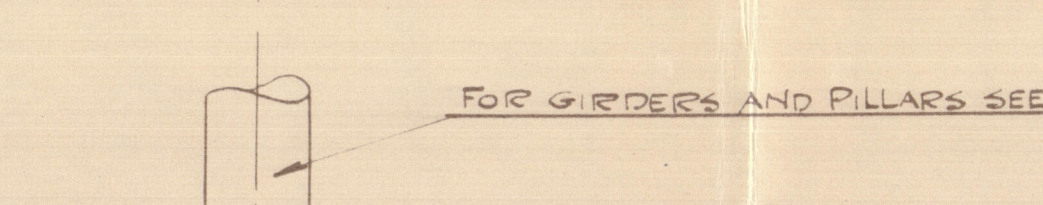
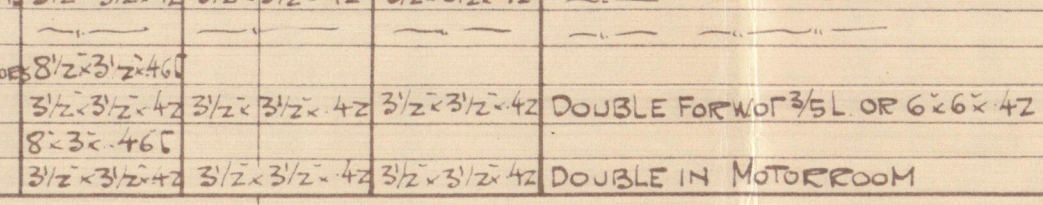
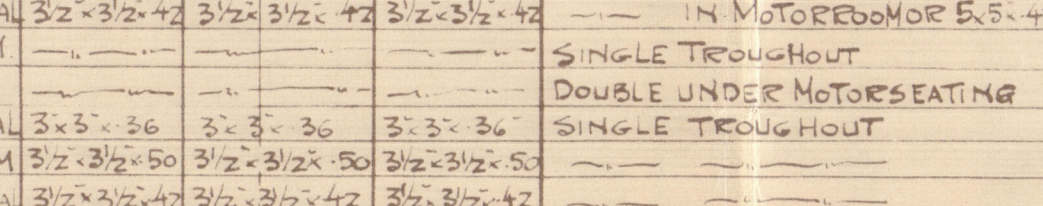
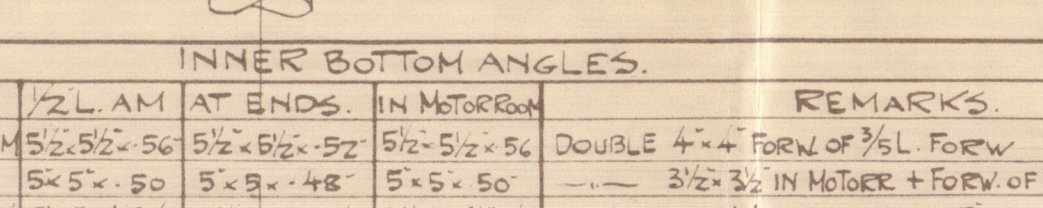
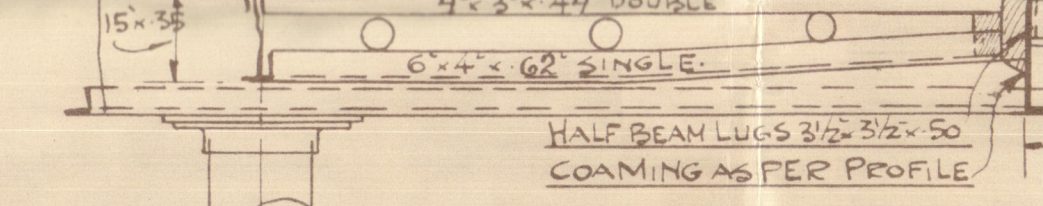
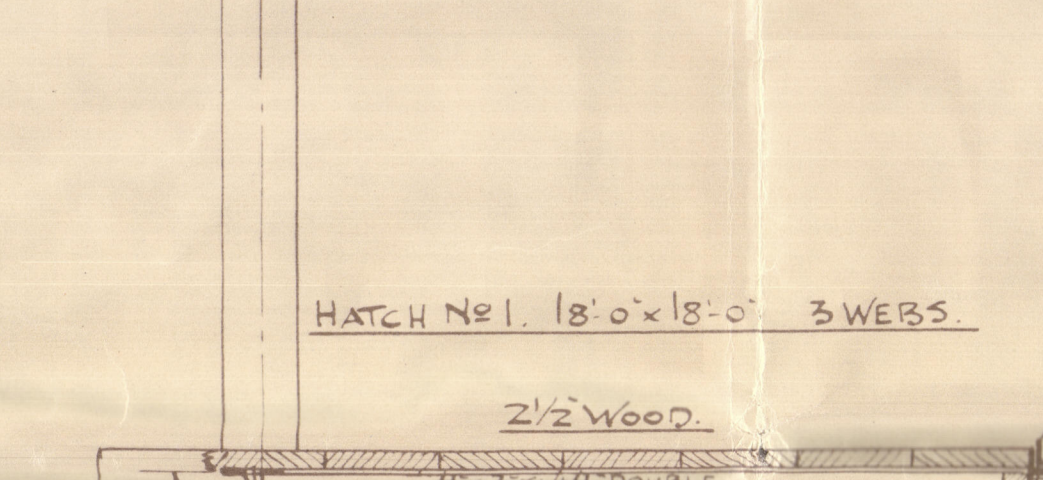
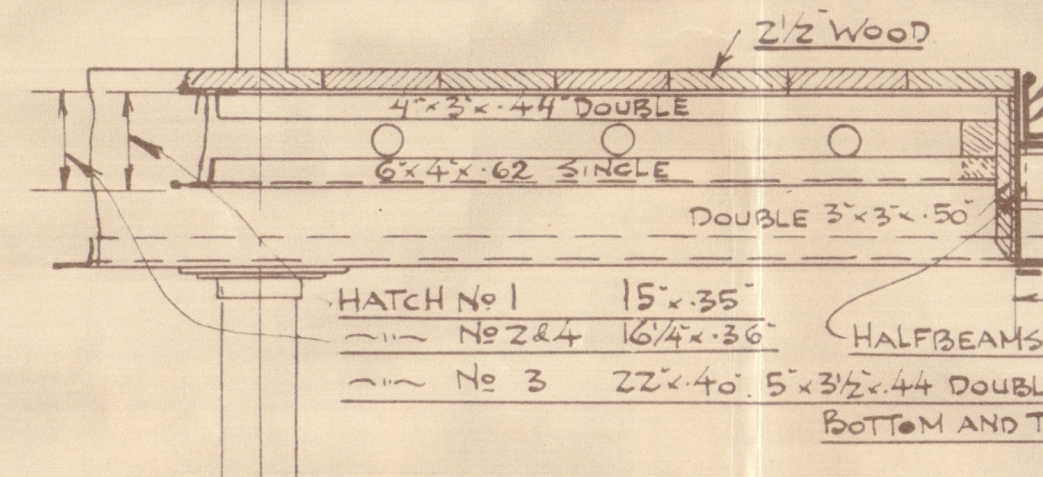
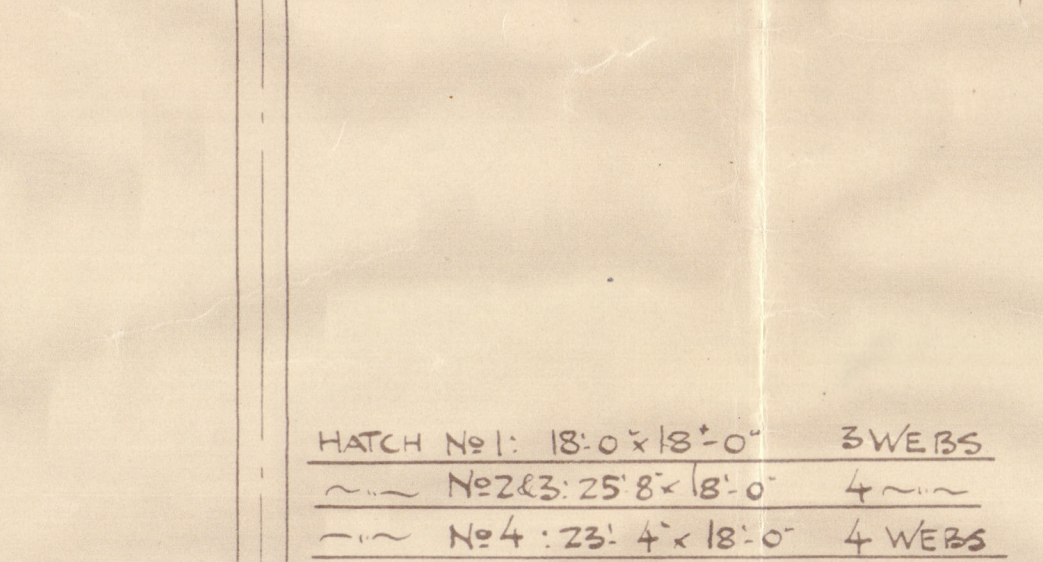
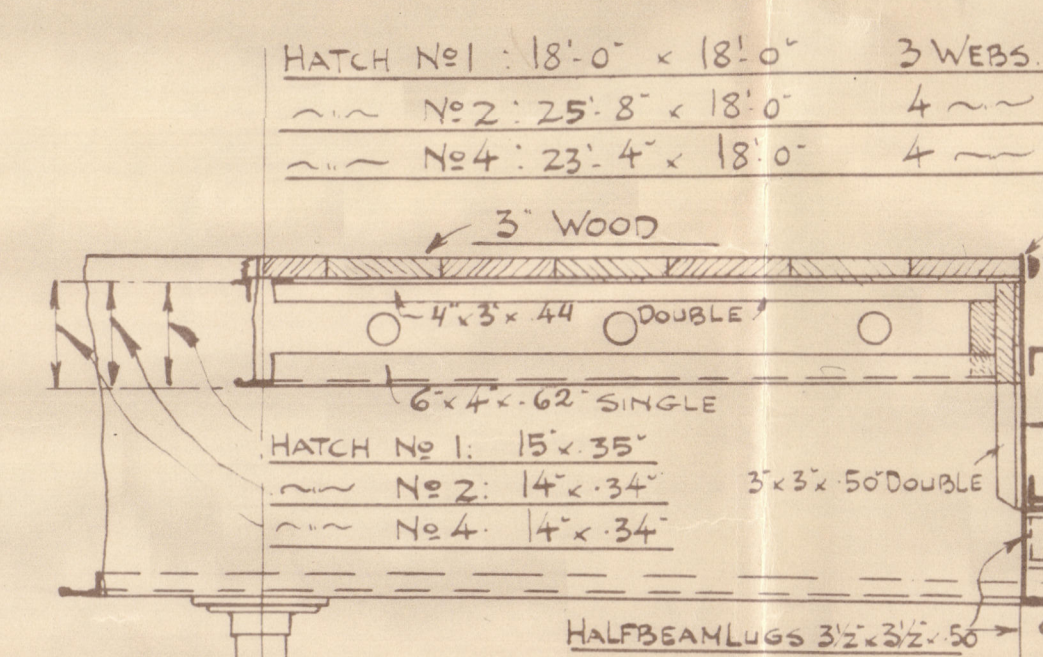
TO CLASS LLOYDS 100A1 BUILD AS OPEN 'SHELTERDECK' SCANTLING AS COMPLETE SUPERSTRUCTURE VESSEL. DIMINISHED DUE TO SMALLER FRAMESPACING. DOUBLE BOTTOM ARRANGED TO CARRY WATER BALLAST AND OIL FUEL. BUNKERS, DEPTANK FOR OIL FUEL. OIL FUEL TO HAVE A FLASHPOINT ABOVE 150° FAHR.

$D = 23.5 + 8 = 31.5$
 $L \times D = 370 \times 31.5 = 11655$
 $L \times (B+D) = 370 \times (53 + 31.5) = 370 \times 84.5 = 31265$
 $L = \frac{370}{32} = 11.56$
 $d = 1963$
 $d = 1138$

EQUIPMENT
 BELOW UPPER DECK: 31450
 HOUSES: 2270
 EQUIPMENT NO: 33720
 2 BOWER ANCHORS EACH 60 CWT. STOCKLESS
 1 STEAM AT 50/2
 1 STEAM 16/4 EXCL. STUCK
 270 FATHOMS 2 3/8" STUD CHAIN CABLE
 90 1/4" CHAIN OR 4 3/4" STEEL WIRE
 120 1/4" HEMP OR 4 3/4"
 2 HAWERS EACH 90 FATHOMS 8 MANILA.
 2 WARPS 90 7

SHELTERDECK

LENGTH OF BEAMS: 52'-0"
 PILLARS: ONE ROW IN FOREHOLDS TWO IN AFT. HOLDS
 BEAM SPACING: EVERY FRAME
 BEAMS AND BRACKETS AS PER DECK PLAN
 STRINGER PLATES: 5 1/2" x 50' FOR 1/2 L TO 38' x 40' AT ENDS
 STRINGER ANGLES: 5 1/2" x 50' FOR 1/2 L TO 38' x 40' AT ENDS
 DECK PLATING: 1/2" ABREAST HATCHES 3/8" BETW. HATCHES TO 3/4" AT ENDS
 DECK PLATING WHERE EXPOSED TO WEATHER TO BE INCREASED .006 IN THICKNESS (OWNERS REQUEST)



UPPER DECK KNEES AT STRONG HATCH END BEAMS
 LENGTH OF BEAMS: 53'-0"
 PILLARS: ONE ROW IN FOREHOLDS TWO IN AFT. HOLDS
 BEAM SPACING: EVERY FRAME
 BEAMS AND BRACKETS AS PER DECK PLAN
 STRINGER PLATES: 4 1/2" x 38' FOR 1/2 L TO 38' x 40' AT ENDS
 STRINGER ANGLES: 3 1/2" x 38' FOR 1/2 L TO 38' x 40' AT ENDS
 DECK PLATING: 3/4" ABREAST HATCHES 3/8" BETW. HATCHES TO 3/4" AT ENDS
 INNER BAR: 3" x 3" 38' TO 3/4" AT ENDS

ORLOP DECK KNEES AT STRONG HATCH END BEAMS
 LENGTH OF BEAMS: 53'-0"
 PILLARS: ONE ROW
 BEAMS AND BRACKETS AS PER PLAN
 STRINGER PLATES: 4 1/2" x 38' FOR 1/2 L TO 38' x 40' AT ENDS
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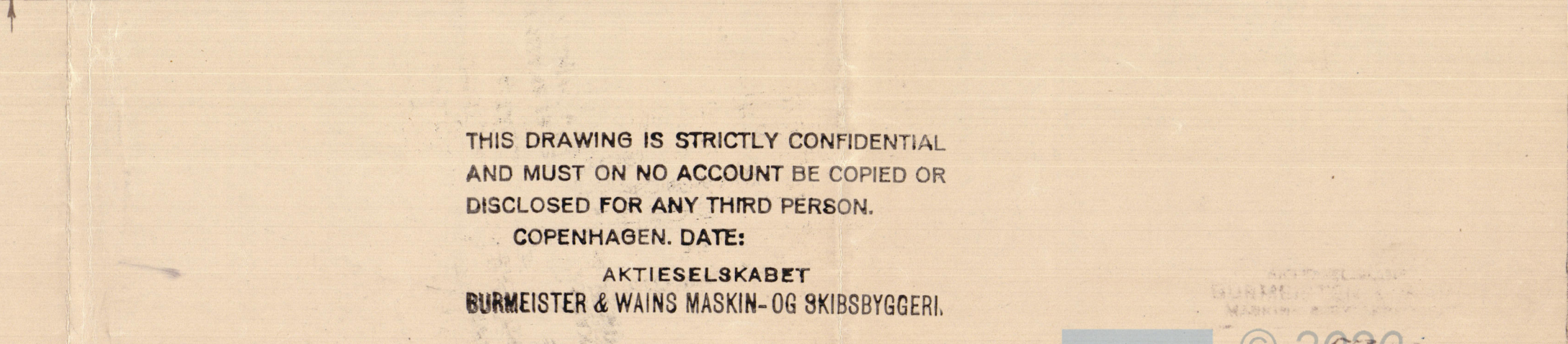
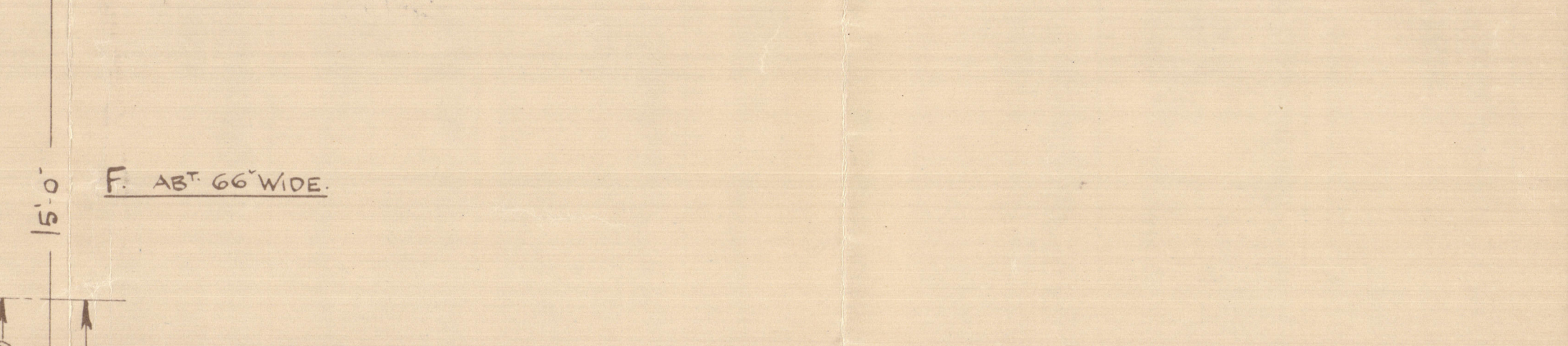
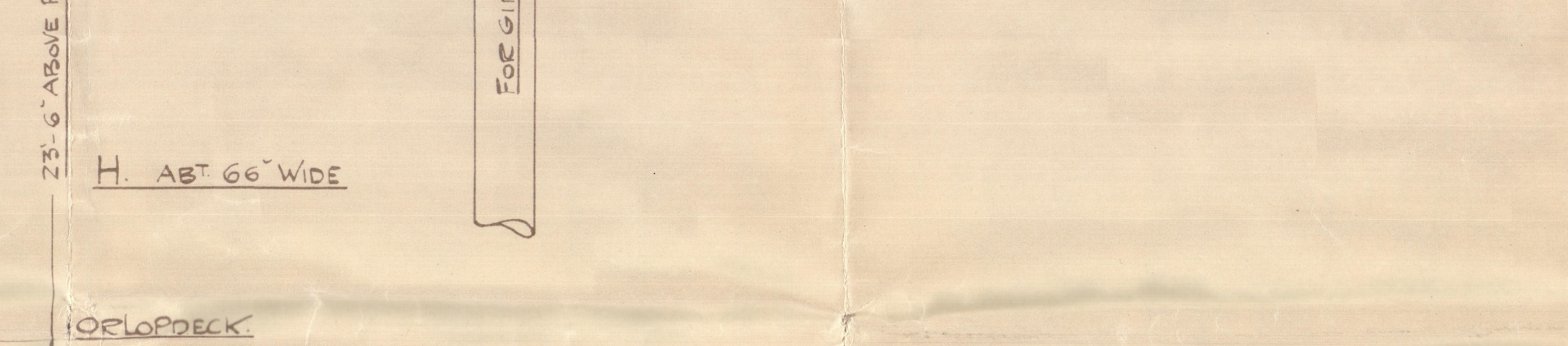
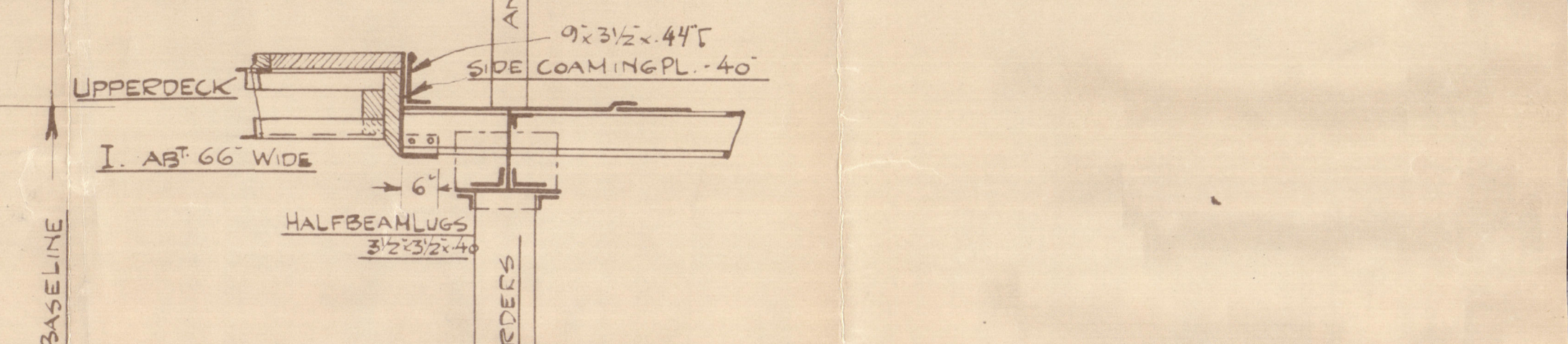
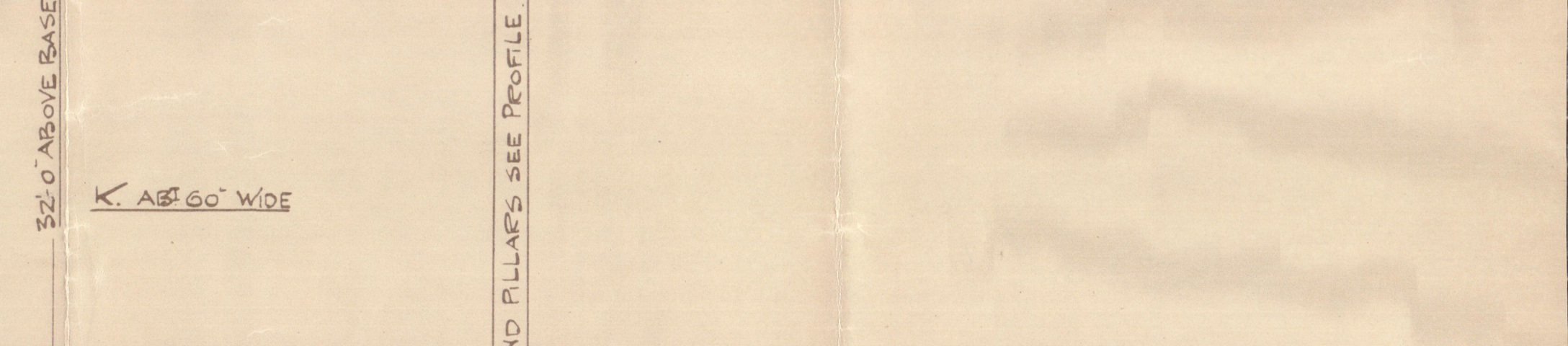
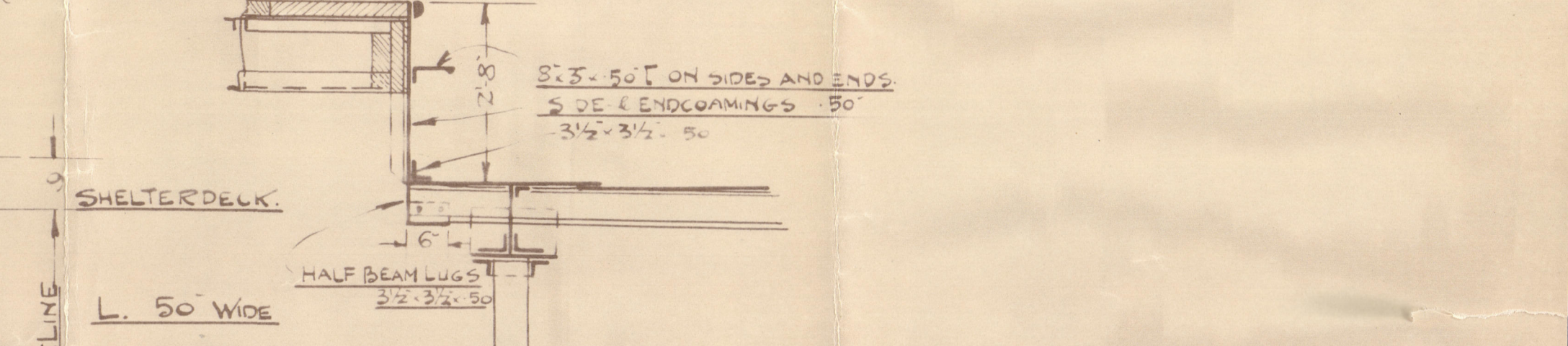
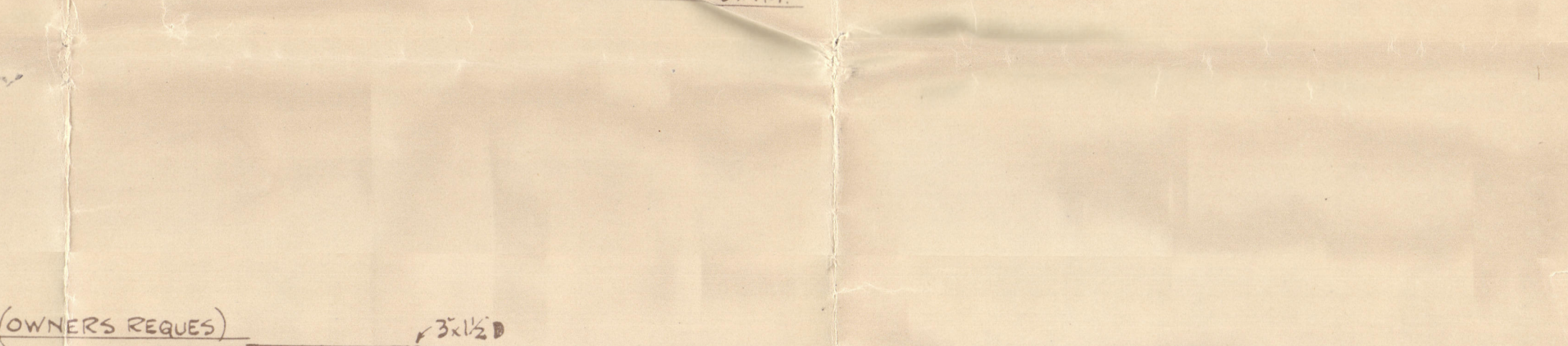
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SANTA INEZ & SANTA RITA.

TABLE OF RIVETING.

BUTTS OF KEEL PLATE OVERLAPPED AND QUADRUPLER FOR 1/2 L TO TREBLE AT ENDS.
 STRAKES FROM KEEL PLATE TO UPPER TURN OF BLUE TREBLE R THROUGHOUT
 UPPER TURN OF BLUE TO STRAKE BELOW SHEERSTRAKE TREBLE R THROUGHOUT
 STRAKE BELOW SHEERSTRAKE TREBLE R THROUGHOUT
 SHEERSTRAKE QUADRUPLER FOR 1/2 L TO TREBLE R AT ENDS
 SEAMS OF SHELL PLATING DOUBLE R THROUGHOUT
 BUTTS OF CENTRE KEEL TREBLE R THROUGHOUT
 MARGIN PLATE TREBLE R THROUGHOUT
 TANKTOP CENTRESTRAKE TREBLE R FOR 1/2 L TO DOUBLE AT ENDS
 REM. STRAKES DOUBLE R 1/2 L TO SINGLE R IN WAY OF OIL FUEL
 SEAMS OF TANKTOP STRAKES ALL SINGLE R IN MOTOR ROOM DOUBLE R
 BUTTS OF SHELTERDECK STRINGER PLATE TREBLE R FOR 1/2 L TO DOUBLE AT ENDS WHEN NOT EXCEEDING .42
 PLATING DOUBLE R FOR 1/2 L TO SINGLE AT ENDS
 SEAMS SINGLE R THROUGHOUT
 BUTTS UPPER DECK AND ORLOP DECK STRINGER PLATE DOUBLE R THROUGHOUT
 REM. PLATING DOUBLE R FOR 1/2 L TO SINGLE R AT ENDS
 SEAMS SINGLE R THROUGHOUT
 RIVETS THROUGH FRAMES TO SHELL 3/8" RIV SPACED 6"
 BEAMS DECK 3/4" 5"
 FRAMES AND REV FRAMES TO FLOORS AND TANKTOP 3/4" RIV SPACED 5"
 BUTT FLAT OF BOTTOM FOREW OF 3/8" RIV RIVETS ARE SPACED 5 1/2" DIAM THROUGH FRAMES TO FLOORS AND SHELL
 SHELL FLANGE OF FRAMES IN FORE AND AFTER PEAK AND IN DEPTANK TO HAVE A RIVET SPACING OF 5 1/2" DIAM
 FLOOR FLANGE OF FRAMES IN AFTER PEAK 5" DIAM

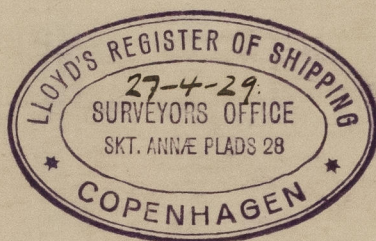


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 AKTIESELSKABET
 BURMEISTER & WAINSKING OG RIBBISBYGERI.

M/S. "SANTA INEZ"
of New York.

Burnsizer & Wain,
Copenhagen No. 552.

Midship section,
as built.



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Lloyd's Register
Foundation

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