

# MIDSHIP SECTION.

SCALE  $\frac{1}{2}$  IN = 1 FOOT.

13.7.05  
10.8.05  
14.11.05

In way of Bridge

Double Overlap

10"  $\frac{11}{20}$

44"  $\frac{13}{20}$   
Double Overlap

12"  $\frac{12}{20}$

Prop. & Side Sides  $\frac{7}{20}$   
Double Overlap

Bulwarks  $\frac{11}{20}$  increase  
at ends of Bridge  
Seams double riveted at M  
ends of Bridge

Shear Strake 44"  $\frac{13}{20}$   
+  $\frac{1}{20}$  for  $\frac{3}{4}$  L.  $\frac{15-10}{20}$   
Doubled below Stringer at Bridge  
ends with  $\frac{1}{20}$  plates

12"  $\frac{12-9}{20}$   
for  $\frac{1}{2}$  L.

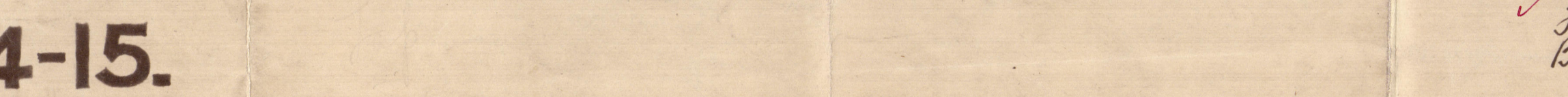
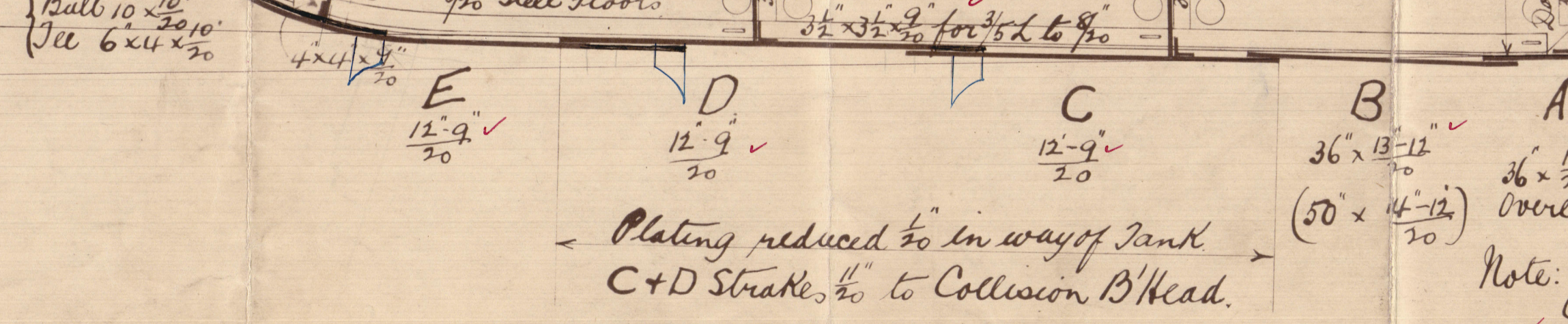
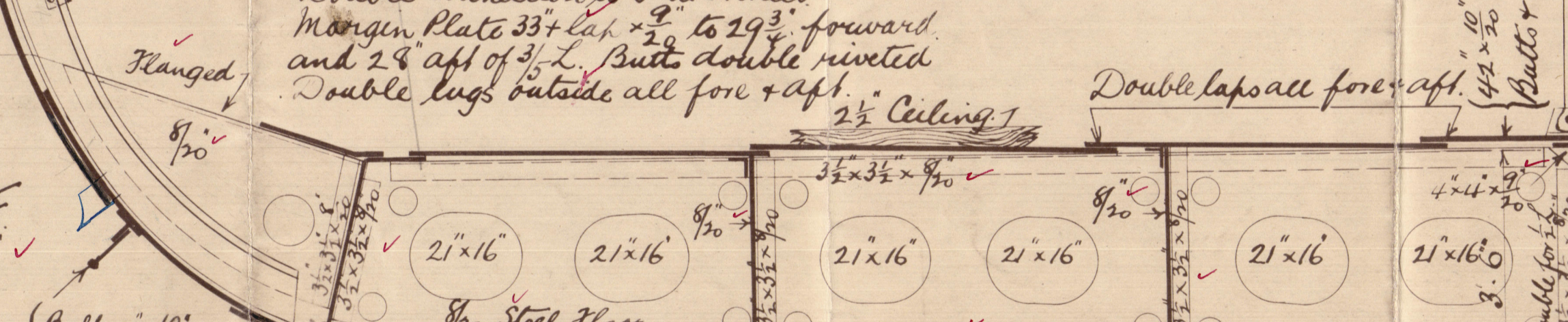
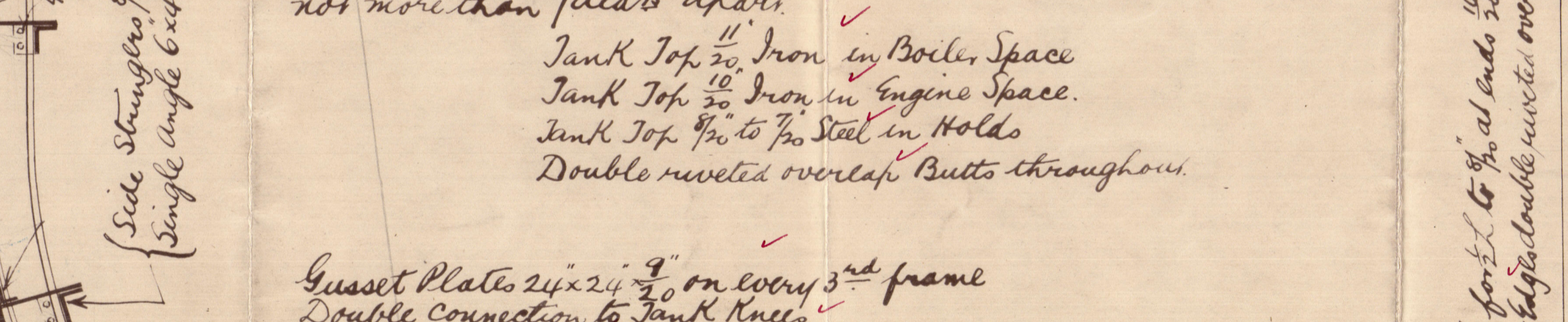
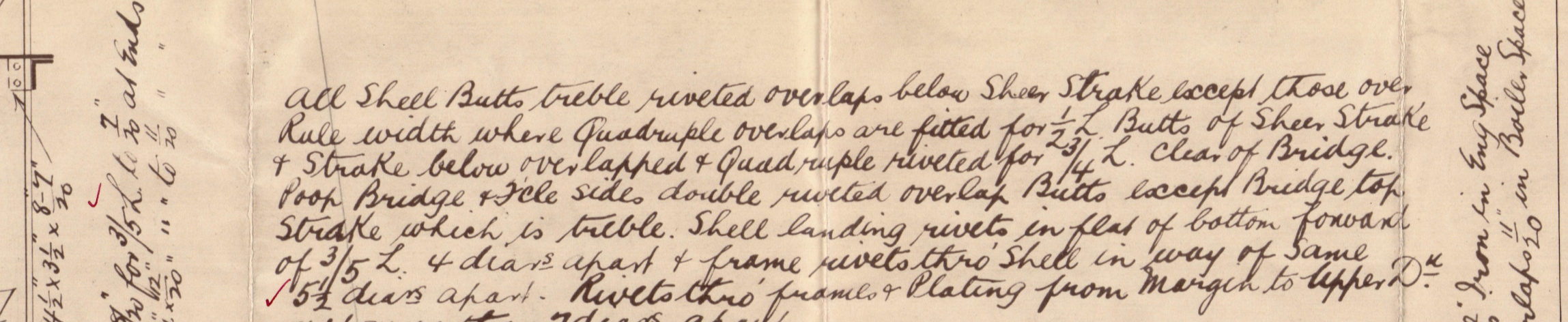
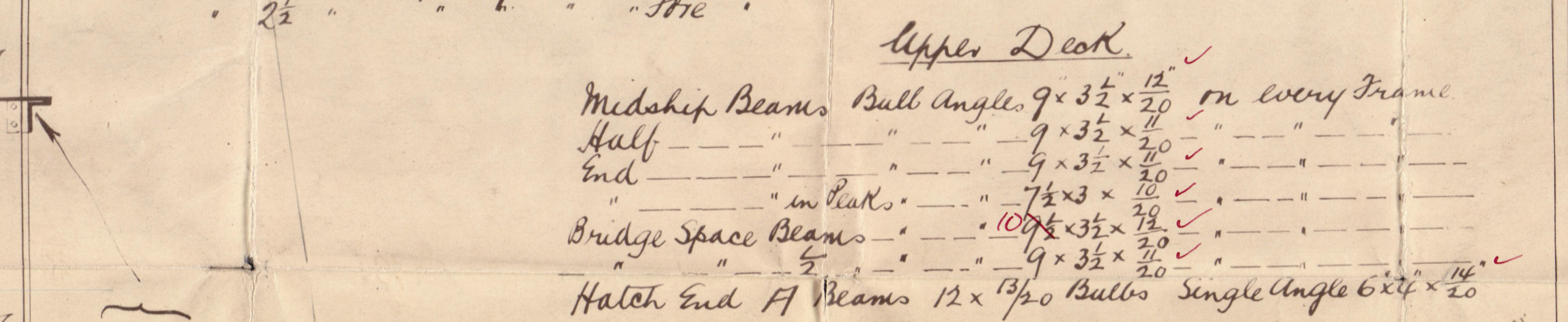
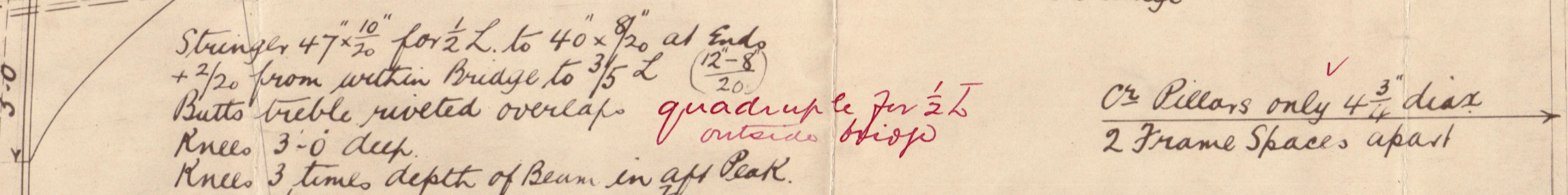
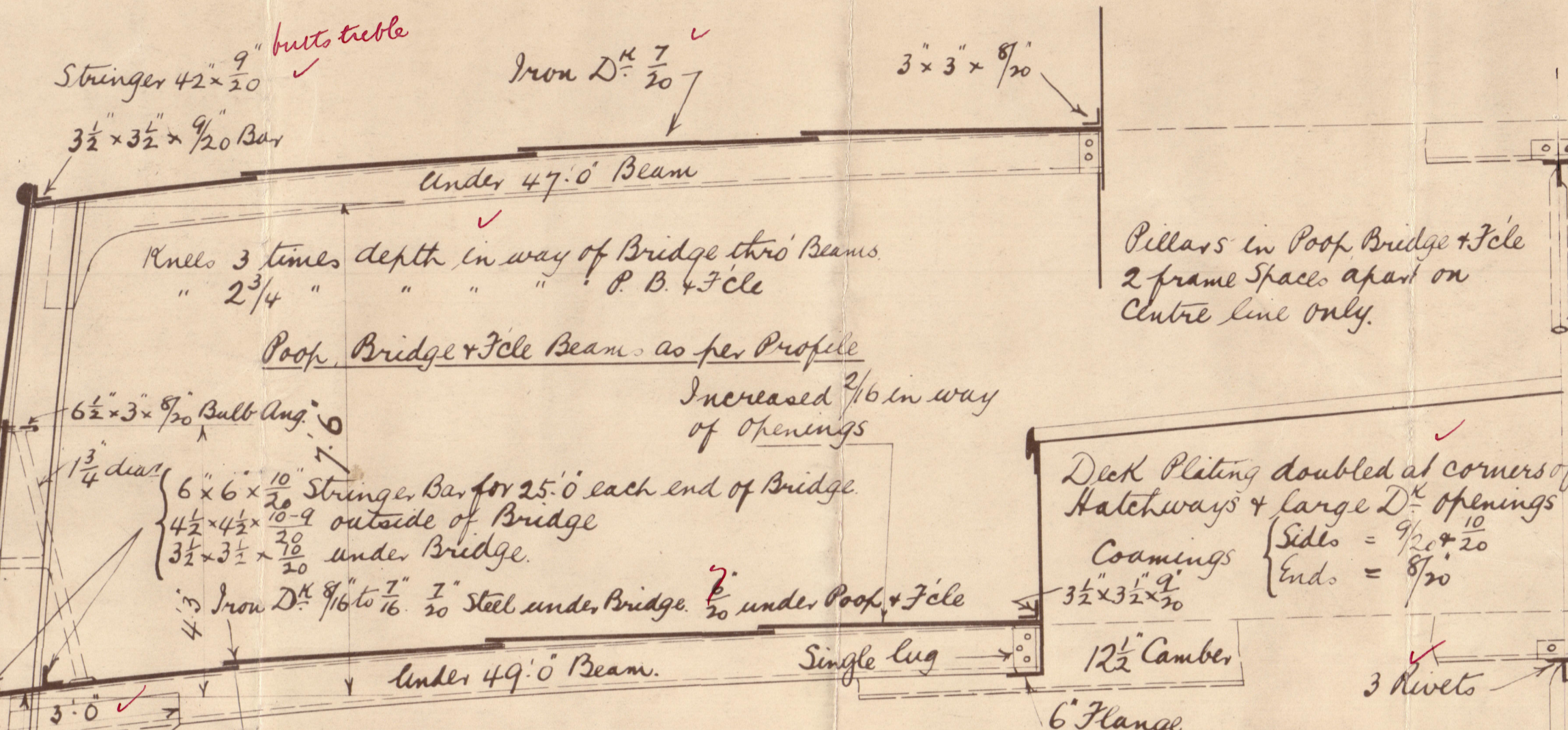
12"  $\frac{12-9}{20}$   
for  $\frac{1}{2}$  L.

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for  $\frac{1}{2}$  L.

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for  $\frac{1}{2}$  L.

12"  $\frac{12-9}{20}$   
for  $\frac{1}{2}$  L.

714-15.



Dimensions	Builders	Lloyds
Length between Perps.	331' 0"	329' 00"
Breadth extreme	49' 2 1/2"	49' 00"
Depth of Hold (to top of Girders)	21' 10"	25' 33"
Depth Moulded	24' 3 1/2"	24' 50"
Net for Frames	87' 83"	25' 33"
Net for Plating	288' 96' 07"	45' 00"
Net for Equipment	333' 74' 95"	94' 83"
Depth to Length	12' 98"	7' 00"
Breadth to Length	6' 71"	87' 83"

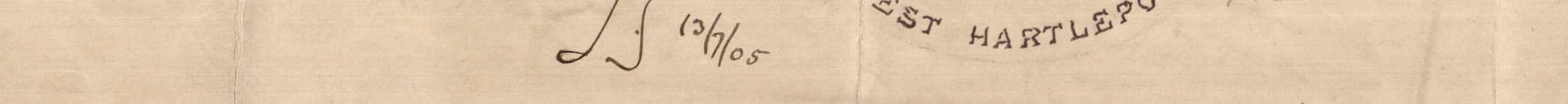
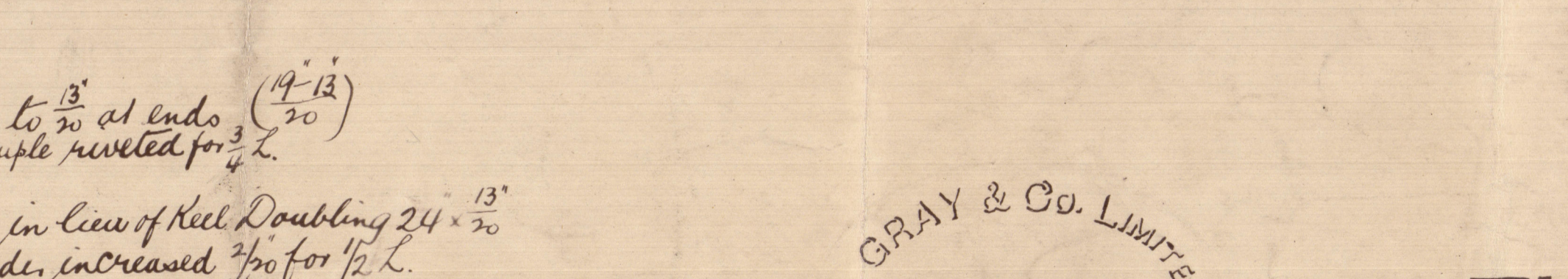
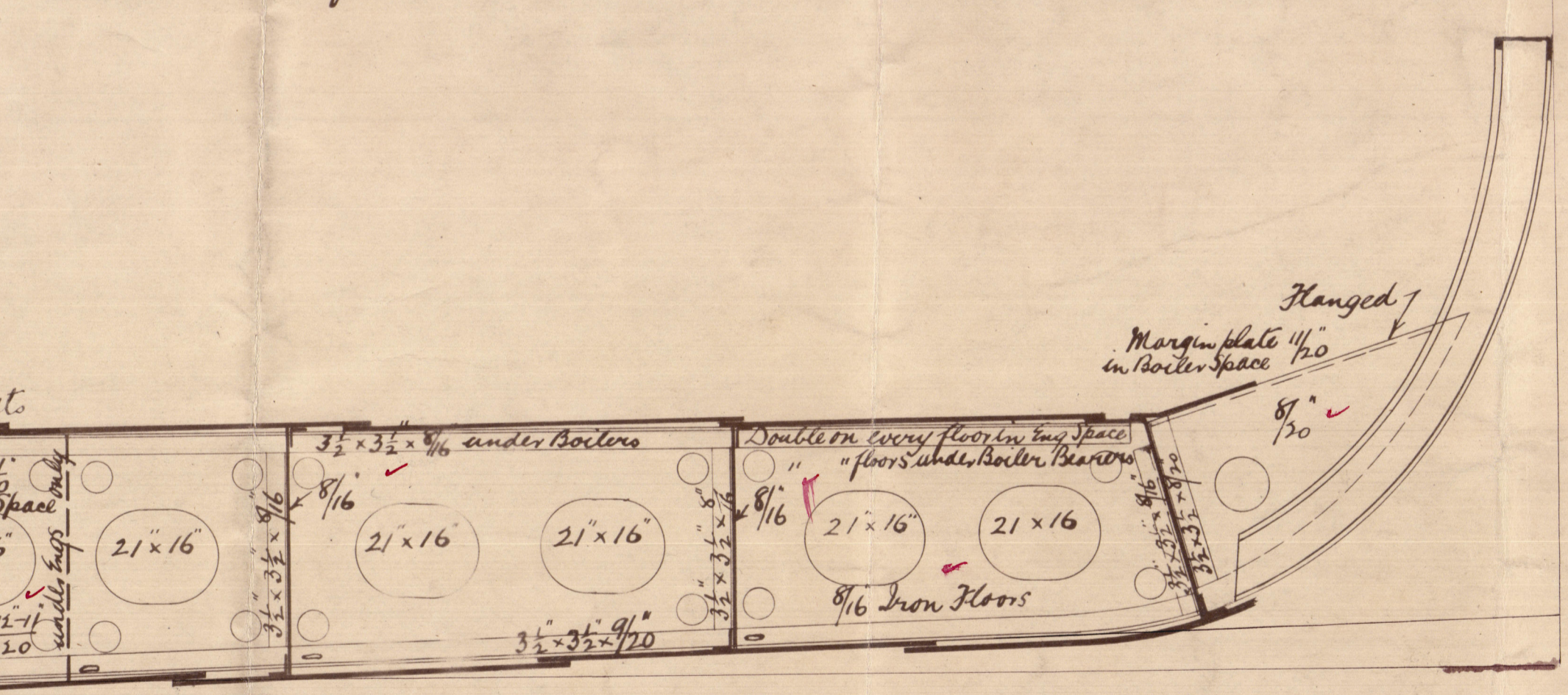
Class 100 A.1

329' 00" x 94' 83"	31199' 07"
26' 00" x 7' 5" x 1' 5"	292' 56"
100' 00" x " x "	1125' 00"
35' 16" x " x "	395' 55"
49' 50" x 7' 33" x 1'	362' 83"
Equip. Net = 333' 74' 95"	

2 Bower Anchors (Stockless)	48 3/4 Cwt.
1 Stream " (Ec Stock)	4 1/2 "
1 Hedge " "	13 "
270 Fathoms Stud Chain Cable	5 3/4 dia.
90 " Stream " "	1 3/16 " or 4 1/2 Stud Wire
120 " Hemp Towline	12 " 11 4 " "
90 " Warp 7" (2 off)	
90 " Warp 7" (2 off)	

Bull Angle Frames without Reverse Frames 10' 3 1/2" for 3/5 L. to 12' 20" at ends. Spaced 24" apart.  
Alternate Frames upper to Bridge Deck 4' 3" 1/2" Angles.  
Tank Frames 3 1/2" x 3 1/2" for 3/5 L. to 9' 20" at ends. Double forward of 3/5 L. to Collision B' Head.  
from Margin Plate to Margin Plate. Frames in Peak 5 1/2" x 3 1/2" with 4' 3 1/2" Rev. Bars or 7' 3 1/2" B. Angs.  
all Rev. Bars to upper Deck above aft Peak B' Head. Alternate Rev. Bars to Side D' in fore Peak.  
Double Rev. Bars within Tank Sides in Engine Space + on Floors under Boiler Bearers.  
Bulkheads 7' 20" to 7' 20" Vertical + Horizontal Stiff. 7 1/2" x 3 1/2" Bull Angs. Keel to  
Tank Top + Shell 4' 0" apart. Stem 11' 2 1/2" to 10 1/2" x 2 1/2" at Head.  
Stem Frame 11' 6 1/2" to 11' 2 1/4" at Head. Rudder Head 8 1/2" dia. Keel as per Rule. Plating 4 1/4" dia.  
all Nelson Intercoastal and Stringer Angles (except in Tank) above 7' 20" reduced to 5' 1/2" at ends.

Girders extend forward and additional Intercoastal as per Sec 24, Para 2.



W. GRAY & CO. LIMITED  
WEST HARTLEPOOL 15/6/05

714-15.

Midship Section  
Hawasab  
collision bulkhead  
Wray Ho. Hd.  
No. 714

"Venus"  
Hpl. Report No. 12795.



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Lloyd's Register  
Foundation

008115-008121-0171