

— PRINCIPAL DIMENSIONS. —

LENGTH B.P.	85'-9"
BREADTH M.O.	19'-0"
DEPTH M.O.	8'-3"
MAX. DRAFT.	6'-9"

TO CLASS A.I. AT LLOYD'S FOR SERVICE IN
SYDNEY HARBOUR CARRYING PETROLEUM IN BULK.

— LLOYD'S NUMERALS. —

L.	85.75
B.	19
D.	8.25
\bar{a}	7.42
1 st LONG. NO. [L x D]	708
2 nd LONG. NO. L. [B x D]	2337
$\frac{1}{2}$ D.	10.4
EQUIPMENT NO.	2337

— D.T. BULKHEADS 7 & 45 —
PLATING $\frac{5}{16}$ " $\frac{1}{4}$ " $\frac{3}{8}$ "
BOUNDARY $4 \times 4 \times \frac{3}{8}$ L.
STIFFENERS $3 \times 3 \times \frac{1}{4}$ L. AT 19"

— D.T. BULKHEADS 9 & 43 —
PLATING $\frac{5}{16}$ " $\frac{1}{4}$ " $\frac{3}{8}$ "
BOUNDARY $4 \times 4 \times \frac{3}{8}$ L.
STIFFENERS $3 \times 3 \times \frac{1}{4}$ L. AT 19"
HORIZ. WEB. $12 \times \frac{1}{4}$ PLATE FLANGED 3"
 $3 \times 3 \times \frac{3}{16}$ LUGS TO B.H.
COFFERDAM PLATES $12 \times \frac{3}{16}$ FLANGED 2"
AT EVERY STIFFENER.

— D.T. HATCH —
COAMING $12 \times \frac{1}{4}$ PLATE
 $3 \times 3 \times \frac{1}{4}$ DECK ANGLE.

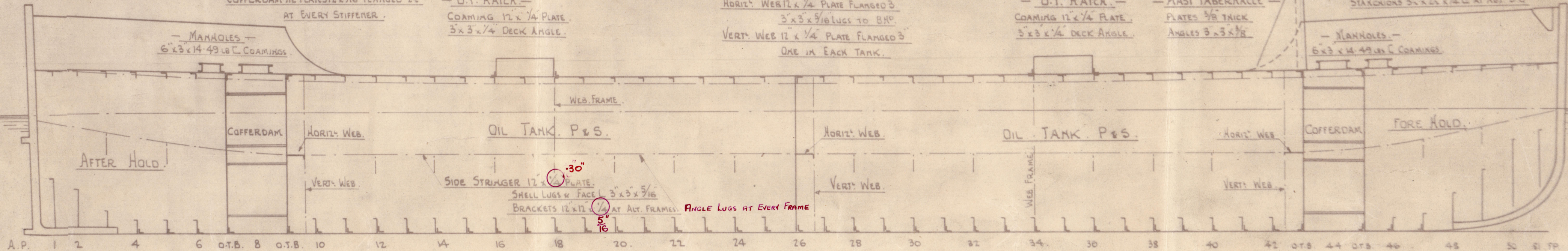
— D.T. BULKHEAD 26 —
PLATING $\frac{5}{16}$ " $\frac{1}{4}$ " $\frac{3}{8}$ "
BOUNDARY $4 \times 4 \times \frac{3}{8}$ L.
STIFFENERS $3 \times 3 \times \frac{1}{4}$ L. AT 19" WITH
 $12 \times 12 \times \frac{3}{16}$ BKT. TO DECK
AND $14 \times 14 \times \frac{3}{16}$ " " SHELL.
HORIZ. WEB. $12 \times \frac{1}{4}$ PLATE FLANGED 3"
 $3 \times 3 \times \frac{3}{16}$ LUGS TO B.H.
VERT. WEB. $12 \times \frac{1}{4}$ PLATE FLANGED 3"
ONE IN EACH TANK.

— D.T. HATCH —
COAMING $12 \times \frac{1}{4}$ PLATE
 $3 \times 3 \times \frac{1}{4}$ DECK ANGLE.

— MAST TABERNACLE —
PLATES $\frac{3}{16}$ THICK
ANGLES $3 \times 3 \times \frac{3}{16}$

— BULKHEADS —
PLATING $\frac{3}{16}$ THICK
RAIL $3 \times 3 \times \frac{1}{4}$
STIFFENERS $3 \times 3 \times \frac{1}{4}$ L. AT 19"

— MANHOLES —
 $6 \times 3 \times 14$ 49 IN. COAMINGS

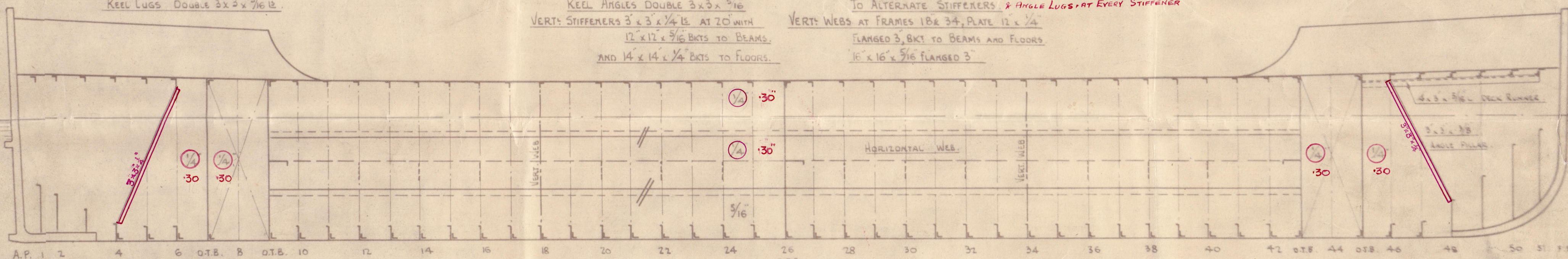


DEEP BRACKET ON $\frac{1}{2}$ IN HOLDS.
PLATING $\frac{1}{2}$ " $\frac{3}{8}$ "
STIFFENERS SINGLE $3 \times 3 \times \frac{1}{4}$ L. WITH
 $14 \times 14 \times \frac{1}{4}$ BKT. TO FLOORS
FACE ANGLES DOUBLE $3 \times 3 \times \frac{1}{4}$
KEEL LUGS DOUBLE $3 \times 3 \times \frac{3}{16}$ L.

O.T. LONGITUDINAL B.H. ON $\frac{1}{2}$ OF SHIP.

CONTINUOUS BETWEEN B.H. 9 & 43, FLOORS & DECK BEAMS BROKEN
PLATING $\frac{5}{16}$ " $\frac{1}{4}$ " $\frac{3}{8}$ " $\frac{3}{8}$ "
DECK ANGLE SINGLE $3 \times 3 \times \frac{3}{16}$
KEEL ANGLES DOUBLE $3 \times 3 \times \frac{3}{16}$
VERT. STIFFENERS $3 \times 3 \times \frac{1}{4}$ L. AT 20" WITH
 $12 \times 12 \times \frac{3}{16}$ BKT. TO BEAMS
AND $14 \times 14 \times \frac{1}{4}$ BKT. TO FLOORS.
HORIZ. WEB. $12 \times \frac{1}{4}$ PLATE FLANGED 3", ANGLE TO
B.H. $3 \times 3 \times \frac{3}{16}$ BKT. $12 \times 12 \times \frac{3}{16}$
TO ALTERNATE STIFFENERS & ANGLE LUGS AT EVERY STIFFENER
VERT. WEBS AT FRAMES 18 & 34, PLATE $12 \times \frac{1}{4}$
FLANGED 3", BKT. TO BEAMS AND FLOORS
 $16 \times 16 \times \frac{3}{16}$ FLANGED 3"

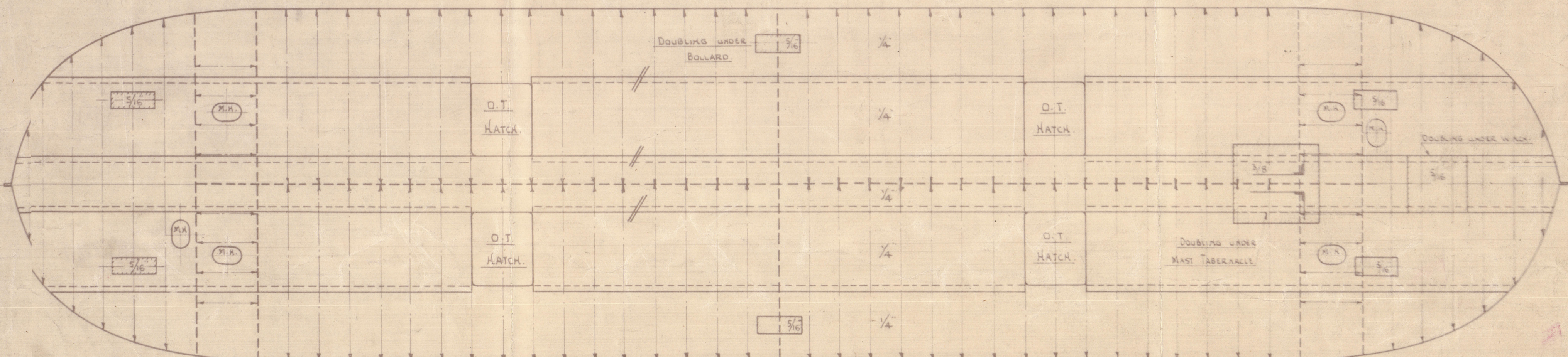
W.T. & B.H. IN COFFERDAM.
PLATING $\frac{1}{4}$ "
STIFFENER $3 \times 3 \times \frac{1}{4}$ L.



NOTE

DOUBLINGS AND MANHOLE COAMINGS TO BE
ELECTRIC WELDED TO DECK.

DECK BEAMS $4 \times 2 \frac{1}{2} \times \frac{5}{16}$ L. THROUGHOUT.
DECK STRINGER ANGLE $3 \times 3 \times \frac{3}{16}$ L.



Approved Subject
to Amendment in Red



A.C. Heron

General Manager

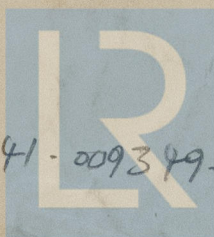
— NOTE —

FOR MIDSHIP SECTION SEE PLAN NO. 1/631

GOVERNMENT DOCKYARD NEWCASTLE
SHIPS NO. 66 & 67
150 TON OIL BARGES
PROFILE & DECK PLAN
SCALE: $\frac{1}{4}$ INCH = 1 FOOT © 2021
D. <i>Doc</i> T. <i>T</i>
C. <i>AXC</i> P. <i>P</i>

009341-609349-0668

Profile Deck.



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