

19.4.07.

— MIDSHIP SECTION —  
— S.S. N° 276. —

LENGTH B.P. 255'0". BREADTH M° 44'0". DEPTH M° 22'3".

CLASS 100 A.I. STEEL AT LLOYDS. SINGLE DECK WITH DEEPFRAMING.

NOTE: - SCANTLINGS ARE INTENDED TO BE THE MINIMUM.

— PROPORTIONS —  
B/L = 12.67  
D/L = 6.66

— NUMERALS —  
1/2 GIRTH 42.21  
1/2 BEAM 22.00  
DEPTH 23.14  
87.35 M°.  
255.35  
25622.37, 2° M°.

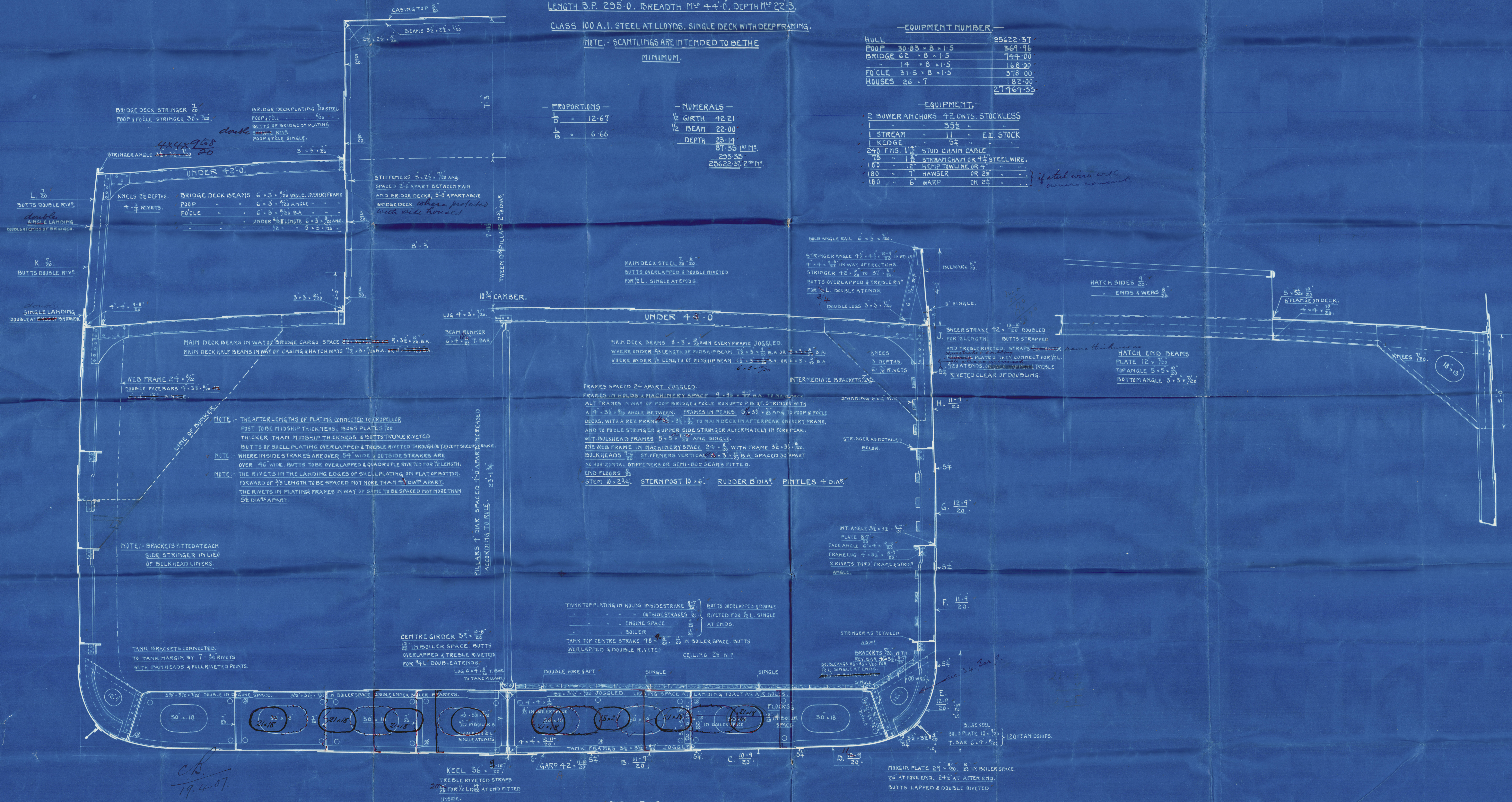
— EQUIPMENT NUMBER. —

HULL	25622.37
POOP	30.83 x 8 x 1.5
BRIDGE	22 x 8 x 1.5
"	14 x 8 x 1.5
FOCLE	31.5 x 8 x 1.5
HOUSES	26 x 7
	21464.35

— EQUIPMENT. —

- 2 BOWER ANCHORS 42 CWT. STOCKLESS
- 1 " " 35 " "
- 1 STREAM " 11 " E.L. STOCK
- 1 KEDGE " 5 " "
- 240 FMS. 1 1/2" STUD CHAIN CABLE
- 15 " 1 1/2" STREAM CHAIN OR 1 1/2" STEEL WIRE.
- 100 " 12" HEMP TOWLINE OR 1 1/2" "
- 180 " T. HAWSER OR 2 1/2" " "
- 180 " 6" WARP OR 2 1/2" " "

*if steel wire with bower anchor.*



FRAMES SPACED 24" APART JOGGLED.  
FRAMES IN HOLDS A MACHINERY SPACE 9' 3 1/2" 10' 1/2" A.A. TO MAIN DECK.  
ALT. FRAMES IN WAY OF POOP BRIDGE & FOCL RUN UP TO B.X. STRINGER WITH  
A 4' 3 1/2" 10' 1/2" ANGLE BETWEEN. FRAMES IN PEAKS 5' 3 1/2" 10' 1/2" ANGLE TO POOP & FOCL  
DECK, WITH A REV. FRAME 5' 3 1/2" 10' 1/2" TO MAIN DECK IN AFTERPEAK UNVEY FRAME,  
AND TO FOCL STRINGER & UPPER SIDE STRINGER ALTERNATELY IN FOREPEAK.  
W.T. BULKHEAD FRAMES 5' 5" 11' 3" ANGLE SINGLE.  
ONE WEB FRAME IN MACHINERY SPACE 24' 8" WITH FRAME 32' 3 1/2" 10' 1/2".  
BULKHEADS 1 1/2" STIFFENERS VERTICAL 8' 3" 3 1/2" B.A. SPACED 30" APART  
NO HORIZONTAL STIFFENERS OR SEMI-BOLLS BEAMS FITTED.  
END FLOORS 5' 5".  
STEM 10' 2 1/4". STERN POST 10' 6". RUDDER 8' DIA. PINTLES 4' DIA.

TANK TOP PLATING IN HOLDS INSIDE STRAKE 8' 7" BUTTS OVERLAPPED & DOUBLE  
RIVETED FOR 1/2 L. SINGLE  
OUTSIDE STRAKES 7' 2" AT ENDS.  
ENGINE SPACE 11' 3" BOILER 11' 3"  
TANK TOP CENTRE STRAKE 18' 2" 20" IN BOILER SPACE, BUTTS  
OVERLAPPED & DOUBLE RIVETED. CEILING 22" W.P.

STRINGER AS DETAILED ABOVE.  
BRACKETS 7' 2" WITH REV. BAR 3' 3 1/2" 8' 7" DOUBLE ENDS 3' 3 1/2" 8' 7" FOR 1/2 L. SINGLE AT ENDS.  
MARGIN PLATE 24' 8" 10' 1/2" IN BOILER SPACE. 20" AT FORE END, 24" AT AFTER END. BUTTS LAPPED & DOUBLE RIVETED.

NOTE: - B & C STRAKES TO HAVE THEIR MIDSHIP THICKNESS MAINTAINED TO COLLISION BULKHEAD & TANK FRAMES DOUBLED AT FORE END FROM 3/8 L. TO COLLISION B.P. & OTHERWISE STRENGTHENED AS PER RULE.

— THE CLYDE SHIPBUILDING & ENGINEERING CO. LTD. —  
— SHIPBUILDERS, ENGINEERS & BOILERMAKERS. —  
— REPAIRING DOCKS. —  
— PORT GLASGOW. —  
DATE: 18.4.07. TRACING NO. 795



Midship Section

Clyde & Co Ltd.

No 276

A. A. "Kooyong"

GREENOCK

No 15291

n/m "Pah Dat"



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Lloyd's Register  
Foundation

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