

MIDSHIP SECTION.

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

CLASS :- LLOYDS 100 A.I. +

DIMENSIONS :- 310'-0" LENGTH B.P x 46'-4" BREADTH MLD. x 25'-2" FLAT SHEER TO UPPER DECK, 34'-2" FLAT SHEER TO BRIDGE DECK.
24'-6" NORMAL SHEER TO UPPER DECK, 33'-6" NORMAL SHEER TO BRIDGE DECK.

APPROVED BY LLOYDS 14/10/40.

LOYDS NUMERALS (To NORMAL SHEET)

1 ST LONGITUDINAL №	$\frac{1}{2} \times D$	$= 310'0 \times 245 = 77,595$
2 ND LONGITUDINAL №	$L = (B + D) \times$	$310 \times (4633 + 245) = 21,357.3$
4 TH TO UPPER DECK	$= 310 \div 245$	$= 12.65$
4 TH TO BRIDGE DECK	$= 310 \div 335$	$= 9.25$
$d = 2450 - 308 =$		2142
PERCENTAGE OF ERECTIONS		$= 43$

EQUIPMENT NUMBER

$L = (8 \times 0) = 310 / (46.33 + 24.5) = 21,957.3$

$POOP = 75 \times 30.7 \times 7.75 = 178.4$

$BRIDGE = 75 \times 76 \times 9 = 513.0$

$FORECASTLE = 75 \times 31 \times 7 = 164.3$

$CASING \& HOUSE = 5 \times 66 \times 7.5 = 247.5$

$POOP DECKHOUSE = 5 \times 29 \times 7.5 = 108.8$

$CNART ROOM = 5 \times 10.5 \times 7.5 = 39.4$

Letter M 23,808.7

LETTER "C"		23,108
<u>EQUIPMENT</u>		
2 GOMER ANCHORS (STACKED)		48 CUTS
1 STREAM ANCHOR (EX STOCK)		12 "
225 FATHOMS STEEL CHAIN CABLE		1 1/2 "
30 FATHOMS STREAM STEEL WIRE		4 1/4 "
100 FATHOMS TOWLINE STEEL WIRE		4 "
2 @ 30 FATHOMS HANISERS	STEEL WIRE	2 1/4 "
2 @ 30 FATHOMS WARPS	MANILLA	6 "

POOP
SIDE PLATING .24" BUTTS & SEAMS SINGLE RIVETED
STRINGER ANGLE 3" x 3" x 5/16"
STRINGER PLATE 30" x 32"
DECK PLATING .30" EXPOSED, .25" SHEATHED.

FORECASTLE
SIDE PLATING . 28" BUTTS & SEAMS SINGLE BUTTED
STRINGER ANGLE 3" x 3" x $\frac{1}{16}$ "
STRINGER PLATE & DECK PLATING 32"
OR . 35" STRINGER & . 30" + . 85" DECK PLATING

<u>RIVETING.</u>				
FORWARD OF Y ⁶ L. FORWARD	THE RIVETS CONNECTING THE 5'-5" BOTTOM FRAMES TO FLOORS	TO BE IN TWO COMPLETE ROWS AND SPACED 6 1/4 DIAS. APART IN EACH ROW AND THROUGH THE		
5'-5" FRAMES TO SHELL	TWO COMPLETE ROWS SPACED 6 1/4 DIAS. APART IN EACH ROW.			
RIVETS IN THE BOTTOM FRAMES TO SHELL	FT OF Y ⁶ L. FORWARD	SPACED 7 DIAS. APART.		
" " "	REVERSED FRAMES TO FLOORS AND HANK TOP	" 7 "	"	"
" " "	PAINTING FRAMES TO SHELL	" 5 1/2 "	"	"
" " "	SIDE FRAMES TO SHELL AFT OF PAINTING FRAMES	" 7 "	"	"
" " "	" IN FORE & AFTER PEAK TANKS	" 5 1/2 "	"	"
" " "	SIDE FRAMES TO SHELL & CROSS TIES IN AFTER PEAK TANK	" 5 "	"	"
" " "	" FLOORS IN FORE PEAK TANK	" 7 "	"	"

STEM $8\frac{1}{4} \times 2\frac{1}{4}$
 RUDDER POST $3\frac{1}{4} \times 6$ (CRUISER STERN)
 PROPELLER POST $3\frac{1}{4} \times 6$
 PLAN OF STERN FRAME AND RUDDER WILL BE SUBMITTED

DOUBLE BOTTOM
CENTRE GIRDER 37' 40" FOR 44' 10" (38' - 50" O.R. BUTTS TREBLE TO DOUBLE R/V OVERLAPS WHERE 30"
THICK TOP CENTRE STRAKE 55" x 40' (35' 47" 148) TO 35' 47" JOINTS 55" R/V 140" (100" x 48' 48" UNDER HATCHES)
BUTTS DOUBLE RIVETED OVERLAPS.
THICK TOP PLATING 35' 34" (+ 0" UNDER HATCHES) 45' E.R. 50" O.R. BUTTS DOUBLE TO SINGLE R/V OVERLAPS
INTERCOSTAL GIRDERS WHERE FITTED 32" H. MOIDS 34' E.R. 44' O.R. TOP BARS 3" x 3" 1/2", 3 1/2" x 5 1/2" 1/2" O.R.,
BOTTOM BARS 3 1/2" x 1/2", VERTICAL BARS 2 1/2" x 1/2".
SOLID FLOORS ON EVERY FRAME 3 1/2" 44' O.R. W/ FLOORS 40" ^{W/ FLOOR} FRAME + R/V FRAME 35" x 25" 1/2"
W/ FLOOR STIFFENERS 5" x 1/2" O.A. 1/2" O.R. 20 HAPT.
NO OIL FUEL IN DOUBLE BOTTOM.

MEAS DOUBLE UNDER ENGINES
MEAS DOUBLE UNDER THRUST.

BOTTOM BARS COVERED WITH CEMENT IN BOILER ROOM

SECTION IN WAY OF BOILERS

N^{OS} 119 & 20.

4700 TONNER

No 1

MIDSHIP SECTION.

MIDSHIP SECTION

DRG. NOS 1119-20

HULL NO 14

"LANDSDOWNE PARK"

MONTREAL REPORT NO. 5893

W. "Provincial Trader"

"GANDER BAY"

SUNDIAL

W. Caribbean Trader.



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