

NUMERALS :-  $L \times D = 135 \times 9 = 1215$   
 $L \times (B+D) = 135 \times (215+9) = 41175$

PROPORTIONS:-

$$\frac{L}{D} = \frac{135}{9} = 15$$

$$d = 8.$$

# MIDSHIP SECTION

## SINGLE SCREW TANKERS

DIMNS :- 135'-0" B.P. x 21'-6" MLD. x 9'-0" MLD

SCALE:- 1" = 1 FT

CLASS ✱ 100A1

"Carrying Petroleum in Bulk"

J.H.L. Nos 166/9. A/MS.678/81

EQUIPMENT:-

2 BOWER ANCHORS 24 CWTs. STOCKLESS

1 STREAM ANCHOR 12 CWTs. EX STOCK

135 FTMS. 1 1/2" Ø ØD LINK CABLE.

45 " 2 1/2" Ø STEEL WIRE STREAM.

75 " 2 1/2" Ø " TOWLINE.

90 " 4 " Ø HEMP HAWSER.

RIVETING :-  
 BUTTS OF SHEERSTRAKE,  $\epsilon$  "K" STRAKE TO BE OVERLAPPED  $\epsilon$  TREBLE  
 RIVETED FOR  $\frac{1}{2}$  LENGTH, OVERLAPPED  $\epsilon$  DOUBLE RIVETED FORD OF  
 $\frac{1}{2}$  LENGTH TO FORD COFFERDAM, STRAPPED  $\epsilon$  DOUBLE RIVETED AT  
 ENDS CLEAR OF TANKS  $\epsilon$  COFFERDAMS.  
 BUTTS OF "A"  $\epsilon$  "C" STRAKES OVERLAPPED  $\epsilon$  DOUBLE RIVETED.  
 BUTTS OF "B" STRAKE OVERLAPPED  $\epsilon$  DOUBLE RIVETED IN WAY OF CARGO  
 TANKS  $\epsilon$  COFFERDAMS, STRAPPED  $\epsilon$  DOUBLE RIVETED CLEAR OF TANKS  
 $\epsilon$  COFFERDAMS.  
 BUTTS OF DECK  $\epsilon$  TRUNK WELDED.  
 SEAMS || || || || ||  
 ALL SHELL SEAMS DOUBLE RIVETED IN WAY OF CARGO TANKS  $\epsilon$   
 COFFERDAMS SINGLE RIVETED AT ENDS CLEAR OF TANKS  $\epsilon$  COFFDAMS  
 FORD. OF  $\frac{1}{2}$  LENGTH RIVETS CONNECTING FRAMES TO FLOORS  $\epsilon$  BOTTOM  
 PLATING ARE TO BE SPACED  $5\frac{1}{2}$ " DIAM. APART CR TO CR.

double riveted on bottom forward

Feb 18 4 W. after Teal

Particulars of Welding  
to be submitted.

see letter re  
omission of straps 20/1/19

JOHN HARKER, LTD.,
KNOTTINGSLEY.
DATE :- DECEMBER 30. 1942
DRAWING No 342.

20.1.43

01186-01196-0170



HULL

John Barker La  
Knottingley

Yard nos 166/169.

Sankers For Admiralty  
(M.S. Branch)

Midship Section

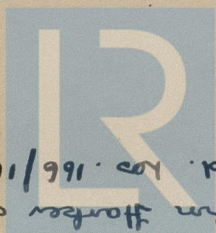
D/S 742

Listed name

"BILLIE"

(1)

01186-01196-0170



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Yd. nos. 166/169.

John Barker & Co.

Midship section