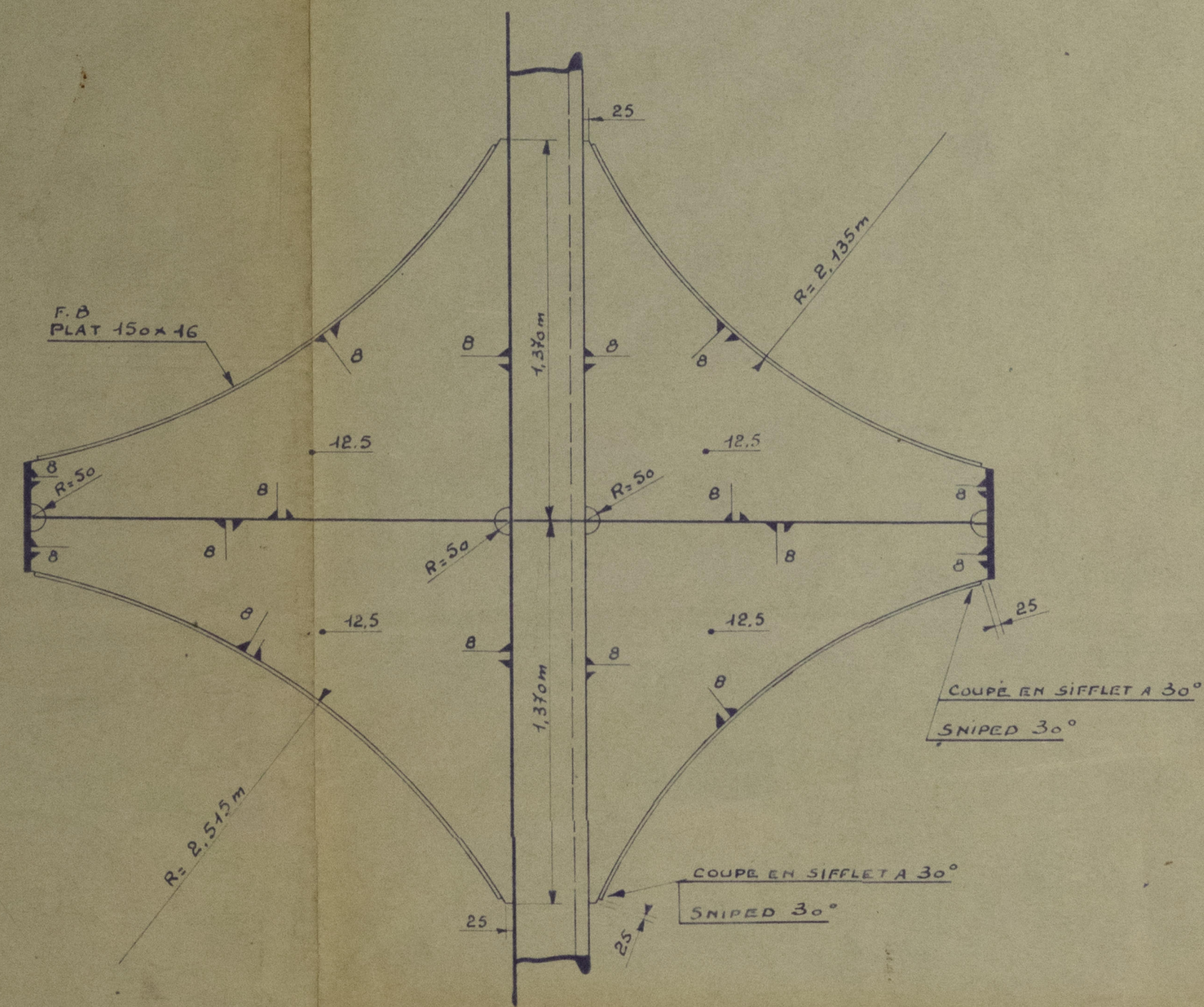


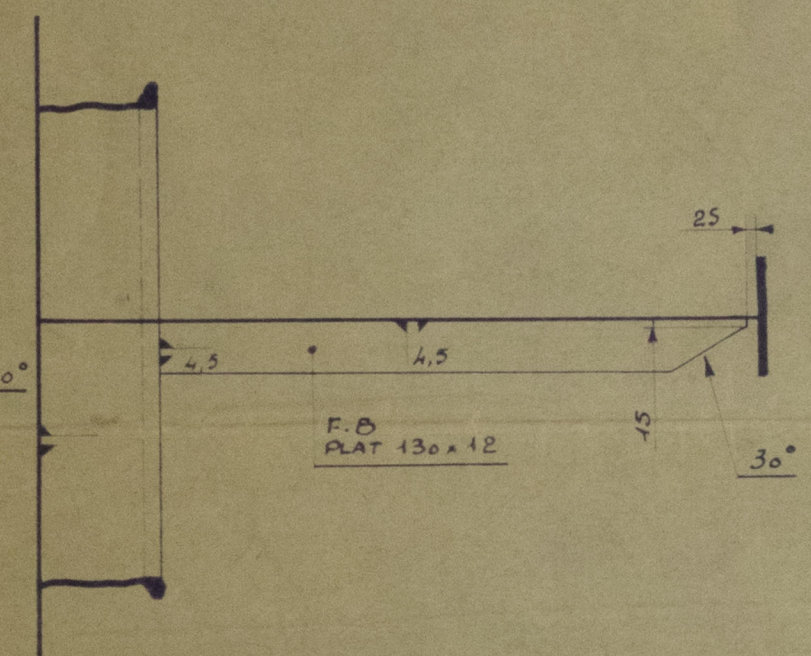
DETAIL "C"



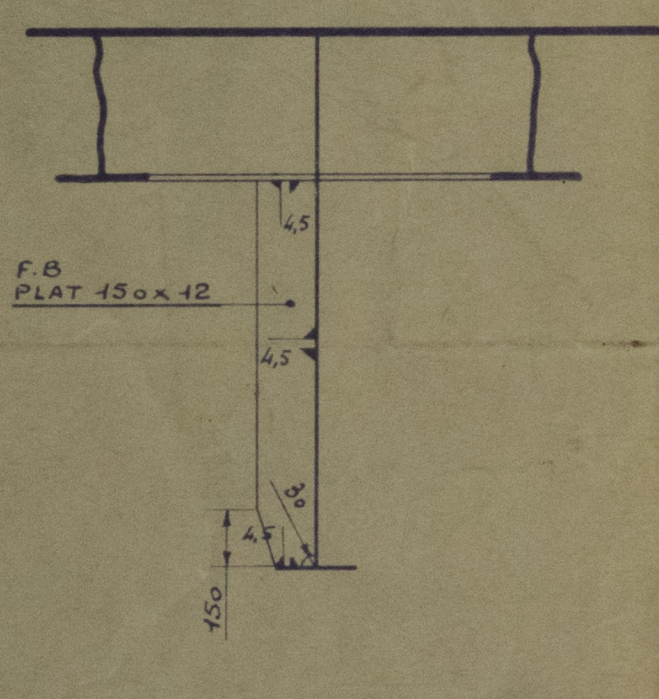
RAIDISSEUR DES PORQUES TRANSV^{ES} STIFFENER OF TRANSVERSE WEB FRAME

DANS LA VUE TRANSVERSALE TOUTES LES
RAIDISSEURS MARQUÉS DE LA LETTRE "S"
AURONT LEUR EXTREMITÉ COUÉE EN
SIFUET A 30° COMME CI-CONTRE.

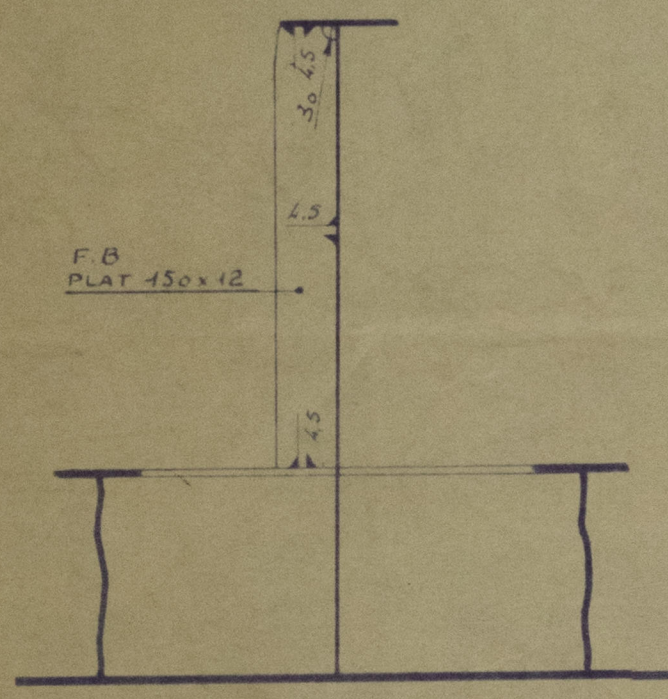
IN THE TRANSVERSAL VIEW THE END
OF ALL STIFFENERS MARKED WITH
THE LETTER "S" WILL BE CUT SHINED 30°
AS SHOWN OPPOSITE.



RAIDISSEUR DES TRANSV^{ES} DE PONT STIFFENER OF DECK TRANSV^{ES}

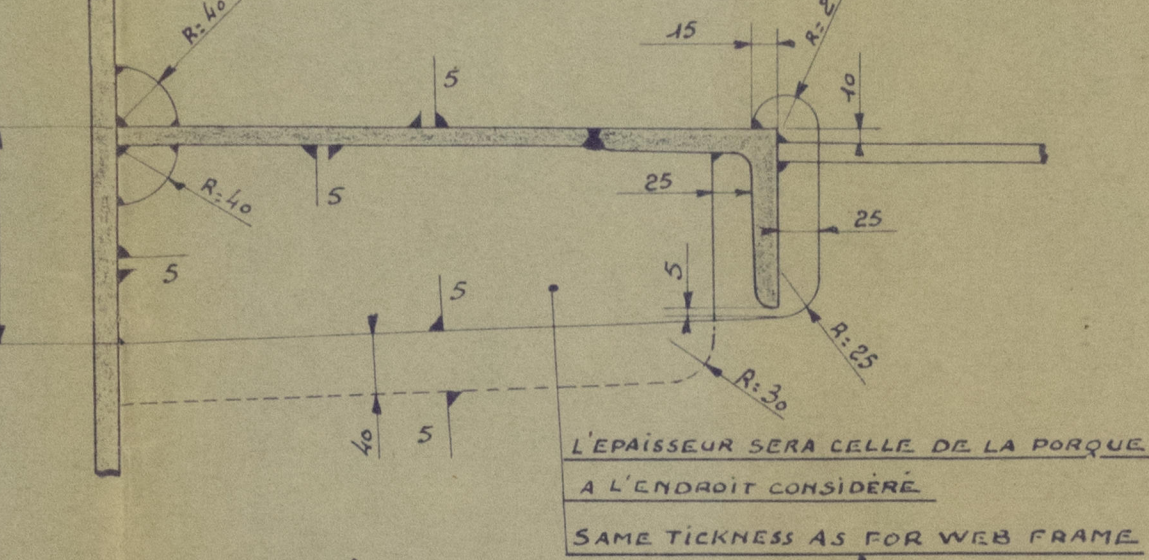


RAIDISSEUR DES TRANSV^{ES} DE FOND STIFFENER OF BOTTOM TRANSV^{ES}

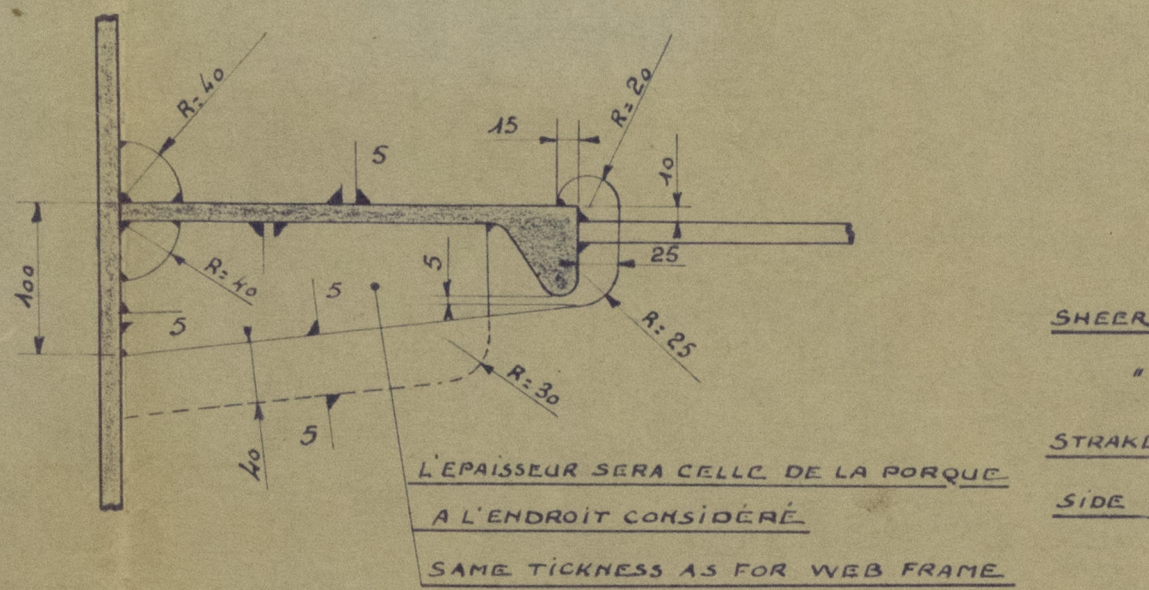


DECOUPURES DANS LES PORQUES CUTS IN WEB FRAMES

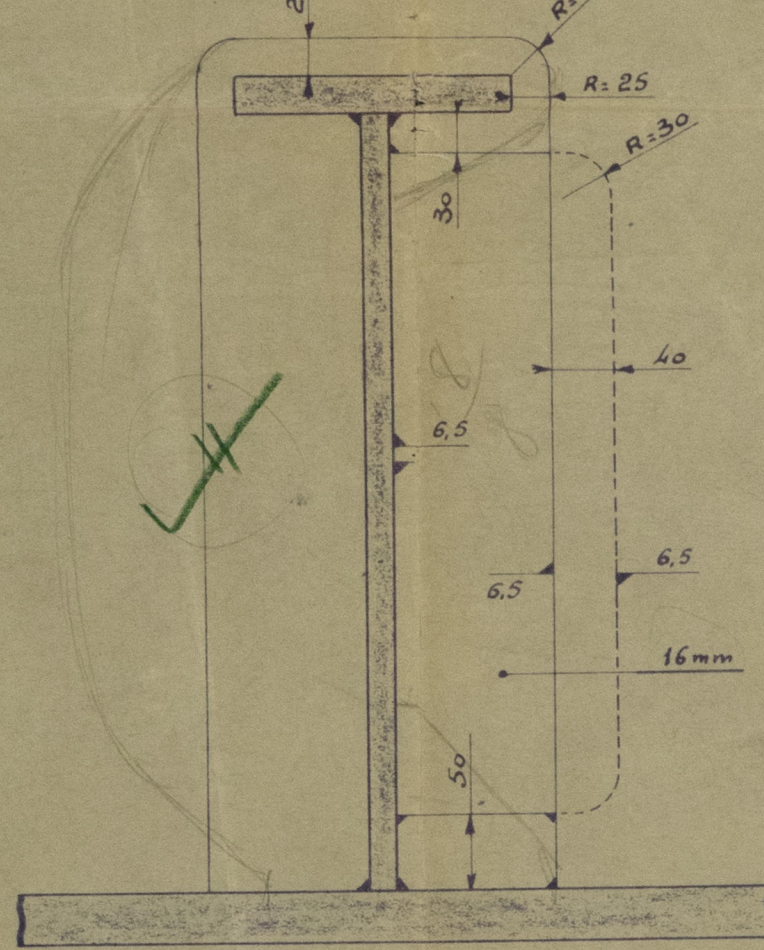
A LA MURAILLE ET AUX CLOISONS TO SIDE SHELL AND BULKHEADS



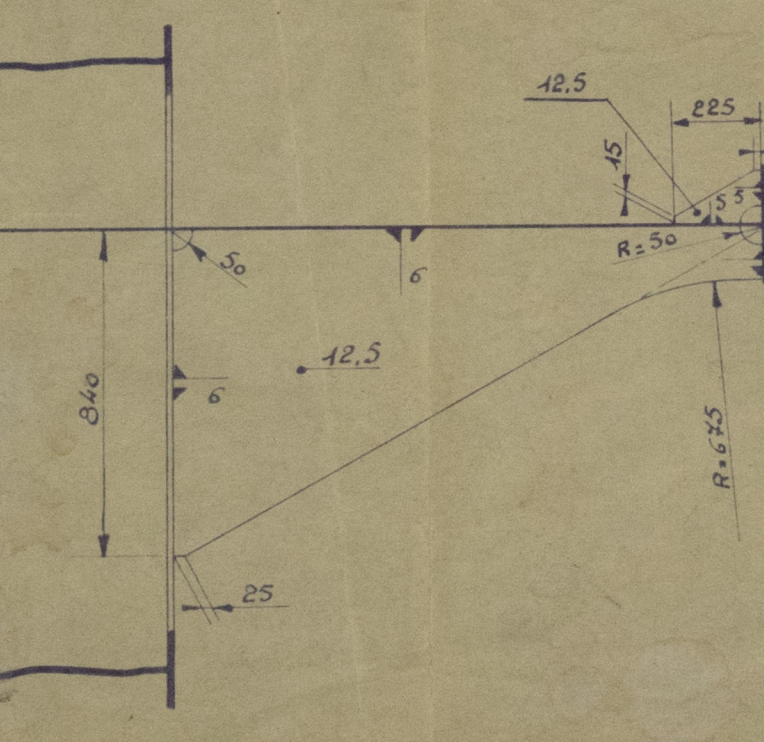
A LA MURAILLE ET AUX CLOISONS TO SIDE SHELL AND BULKHEADS



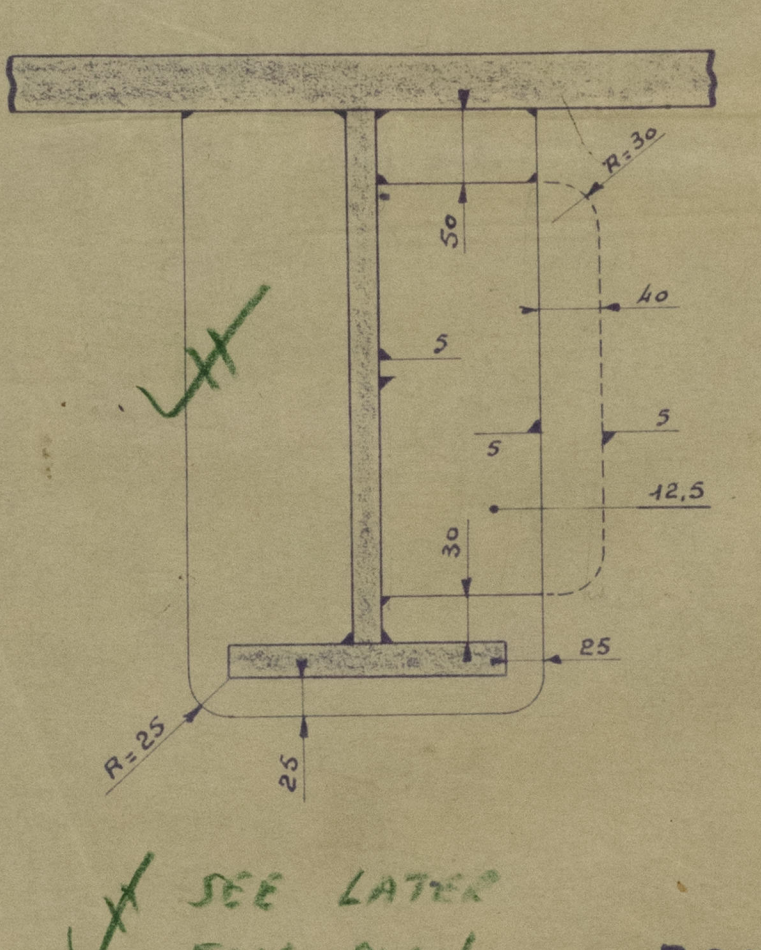
AU FOND AT BOTTOM



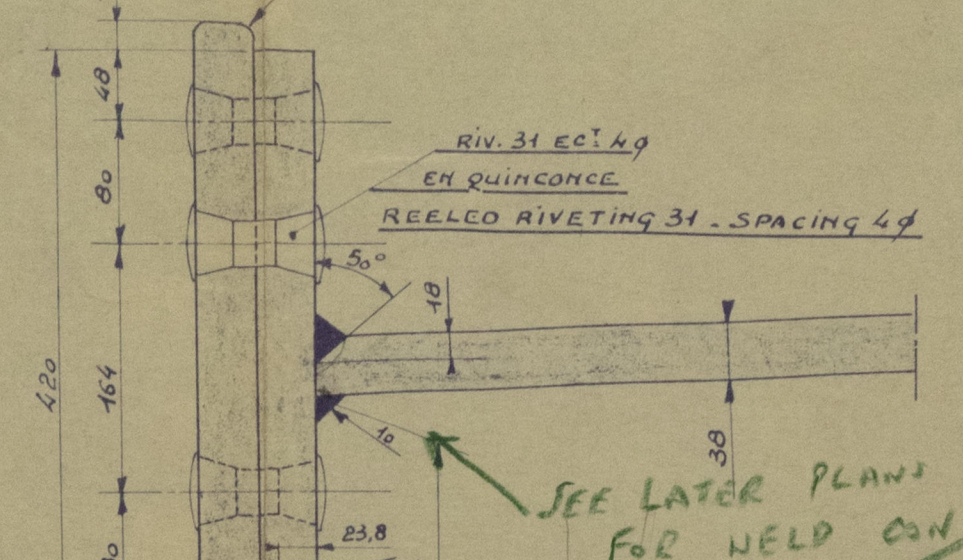
DETAIL "B"



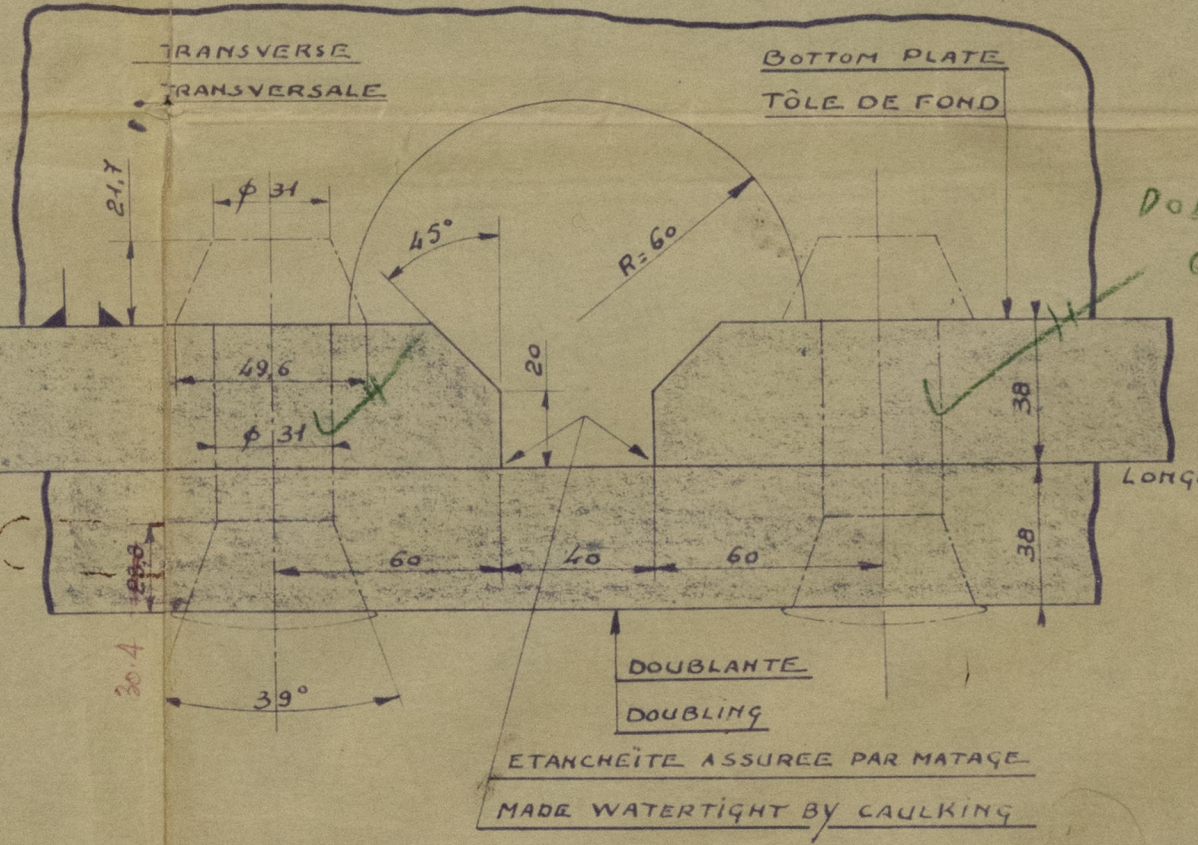
AU PONT AT DECK



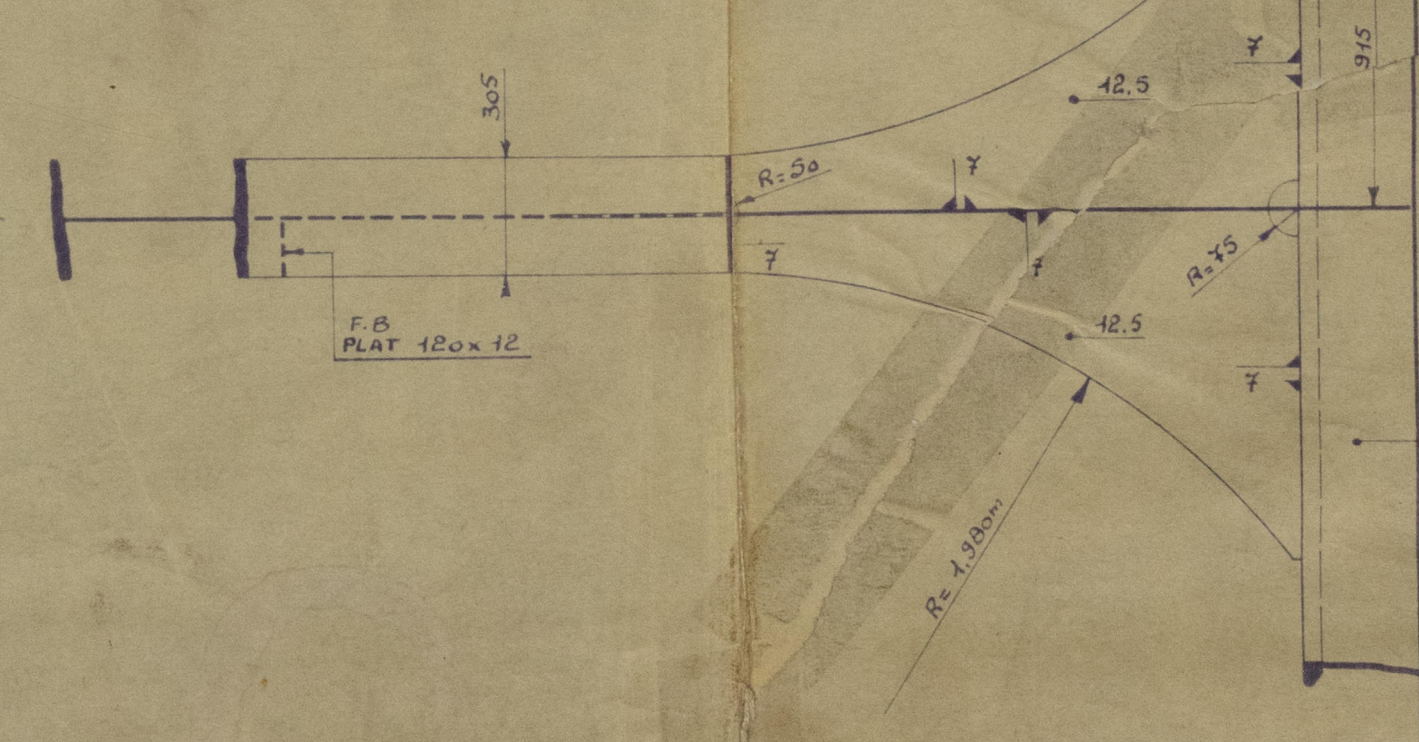
RIVETAGE DU PLAT GOUTTIERE RIVETING OF STRINGER



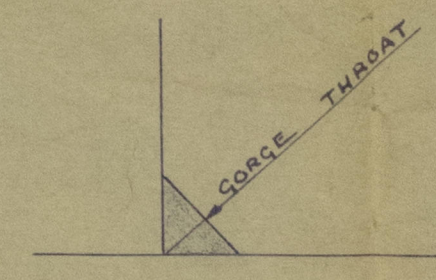
DETAIL DES JOINTS DE FOND NON SOUDÉS DETAIL OF NO WELDED BOTTOM SEAMS



BRACKETS OF CROSS-TIE GOUSSETS DE TIRANTS DETAIL "A"



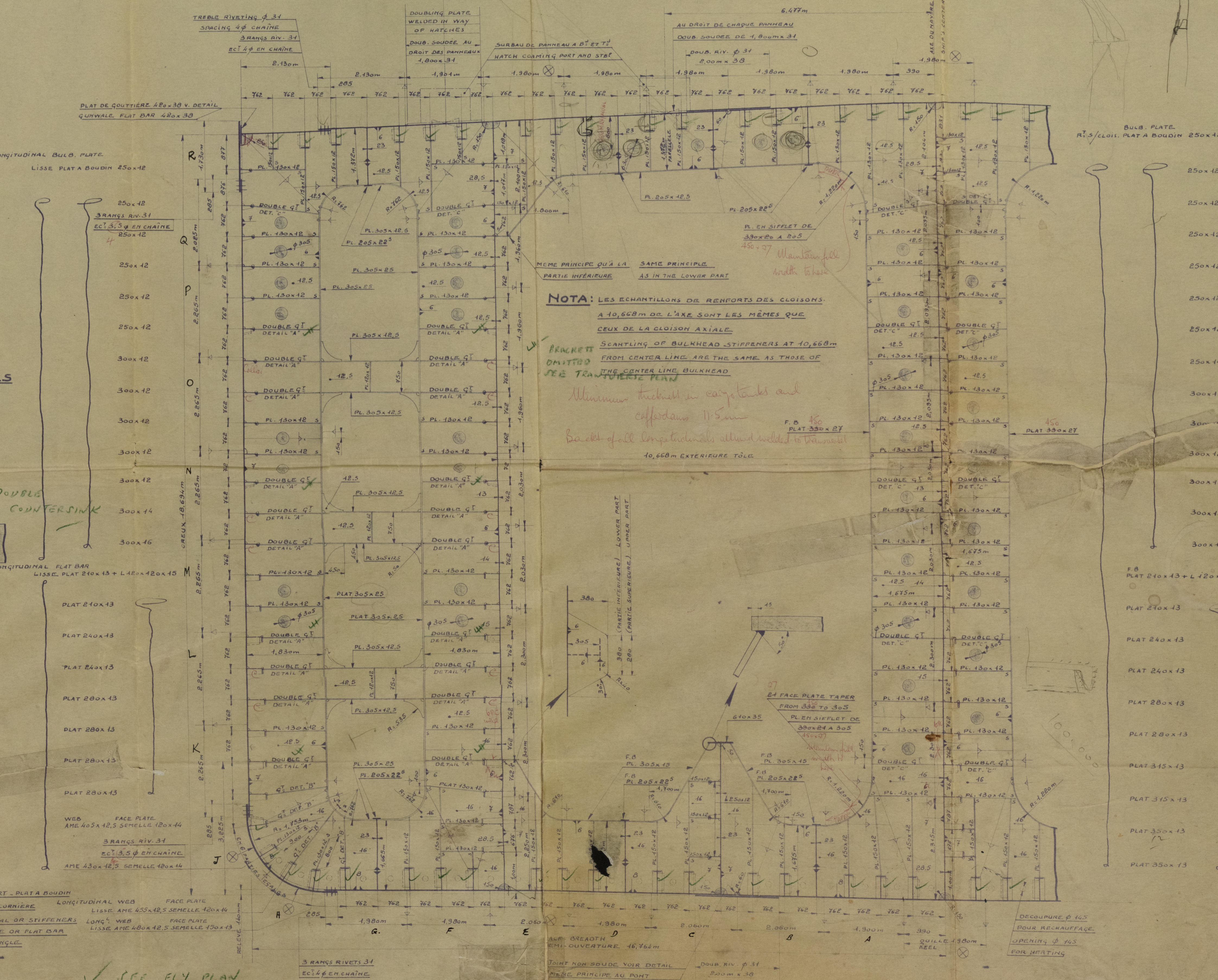
COTATION DES SOUDURES DIMENSION OF WELDS



NOTA: CONTRAIREMENT AU DESSIN, LE BOUGE SERA PARABOLIQUE.
THE CANTER IS A PARABOLIC CURVE.

ECHANTILLONS DES LISES DE PONT: AME 355x19 SEMELLE 180x22
EPAISSEUR DES TOILES DE PONT (Y COMPRIS LA TOILE GOUTTIERE) 38mm EXTRÊME 11mm
EPAISSEUR DE LA TOILE GOUTTIERE AU FRONTON DUNETTE 46mm

DECK LONGITUDINALS: WEB 355x19 FACE PLATE 180x22
THICKNESS OF DECK PLATES: STRINGER PLATE (INCLUD): 38mm
THICKNESS OF STRINGER PLATE AT POOR FRONT BULK: 46mm



The electric welding must be done with the approved electric arc welding process and the components of the structure must be properly prepared for application of electric arc welding for ship construction must be carried out.

Any openings not shown on this approved plan which may be cut in rule decks or shell plating are to be properly framed and adequate compensation provided to the structural satisfaction. The loss of section in any longitudinal material is to be restored by doubling or increased thickness of plating in way of, and around, each opening. Adequate compensation is also to be fitted for the cutting of other strength members in the structure as may be necessary.

NOTA: TOUTES LES TOILES AU DESSUS DE 35mm D'ÉPAISSEUR SUBIRONT UN RECUIT DE NORMALISATION
ALL PLATING OVER 1/8" THICKNESS TO BE NORMALIZED

LES VIREURS REPÉRÉS DOIVENT ÊTRE EN ACIER À BASSE CRYSTALLINITÉ
MINIMUM DE RESILIENCE SUR ÉPROUVETTE EN V CHARPY: 90% 0°C
MAXIMUM DE CRYSTALLINITÉ: 40% 0°C
LES AUTRES VIREURS CONFORMES AU RÈGLEMENT A.B.S. CLASSE C AYANT SUBI UN RECUIT DE NORMALISATION.
STRAKES MARKED X TO BE OF STEEL HAVING:
MINIMUM CHARPY V NOTCH ENERGY: 40 J (30 ft lb) AT 0°C
MAXIMUM 40% CRYSTALLINITY
REMAINING STRAKES TO BE IN ACCORDANCE WITH A.B.S. CLASS C NORMALIZED

CARACTÉRISTIQUES PRINCIPALES

LONGUEUR ENTRE AP	L.O.P.	246,80m	810'
LARGUEUR HORS MEMBRES	BREADTH (M.O.D)	33,588m	110'
TIRANT D'EAU DE CANTILLONNAGE	DESIGN DRAFT (M.O.D)	13,868m	45'
CREUX SUR QUILLE	DEPTH (M.O.D)	18,894m	61'8"
BOUGE	CARBON	0,676m	2'2 1/2"

EQUIPEMENT NUMÉRAL C-62
2 BOWERS ANCHORS (STOCKLESS) * 23,250 "ca.
4 SPARE BOWERS (STOCKLESS) 23,250 "
330 FATHOMS 3/8" DIAM. CABLE HIGH STRENGTH
180 FATHOMS TOWLING 2 1/2" DIAM. (6x37) STEEL WIRE
90 180 FATHOMS 2 1/2" CIRC. MANILA HAWSEERS
90 180 FATHOMS 2 1/2" CIRC. MANILA WARPS

APPROBATION A.B.S.
OCT 10 1957
LLOYD'S REGISTER OF SHIPPING
NEW YORK
APPROBATION ARMATEUR:

S. S. "J. PAUL GETTY" ★

MIDSHIP SECTION

BUILDERS:- ATELIERS ET CHANTIERS DE FRANCE (DUNKIRK)
YARD N° 228

RECORDS DEPT.,
LONDON.

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