

S.S. "EMPIRE DYNASTY"

MIDSHIP SECTION.

CLASS- 100 A.M. LLOYDS WITH FREEBOARD CORRESPONDING TO A DRAFT 20% MORE THAN THAT OF A COMPLETE SUPERSTRUCTURE VESSEL WITH DEPTH OF 32'-1/2" TO FREEBOARD DECK.

SCALE - 1/2" = 1 FOOT.

M.L.D. DRAFT - OPEN BASIS = 27'-10 3/4"
M.L.D. DRAFT - CLOSED BASIS = 29'-7 1/4"
SCANTLINGS SUITABLE FOR A M.L.D. DRAFT WITH T.O. CLOSED OF 29'-7 1/4".

EQUIPMENT & NUMERALS.	
L (B+D) = 485 (64+42.66)	= 499.7
POOD 33.2-7.5+0.75	= 186
FORECASTLE 28.5+7.0+0.75	= 149
MIDSHIP HOUSES 85+7.5+1.50	= 319
DECKHOUSES 78.0+7.5+1.50	= 292
BOAT DECKHOUSES 17.5+7.5+1.50	= 65
TOTAL	= 506.8 = 'e'

PRINCIPAL DIMENSIONS.	
LENGTH B.P.	= 465'-0"
BREADTH M.L.D.	= 64'-0"
DEPTH M.L.D. (UPPER DECK)	= 42'-6" (NO SHEER BETWEEN FRAMES 83 TO 97)
DEPTH M.L.D. (2ND DECK)	= 32'-1/2"

NUMERALS.	
DEPTH 'D'	= 40'-12"
L x D = (465 x 40.12)	= 18655
L (B+D) = 465 + 104.12	= 499.15
1/6 x 465 = 77.5	= 10.9 TO UPPER DECK.
FRAMING DEPTH 'd'	= 17'-3"
FRAMING DEPTH 'd'	= 18'-5" WITH LEVEL BRACKETS.

SECTION IN WAY OF NOS 2 & 3 HOLDS.

ERECTOR'S
POOD SIDE PLATING - 42
FLE SIDE PLATING - 44
FOR STRINGERS, DECK PLATING, BEAMS, FRAMES, ETC. (SEE PROFILE & DECK PLAN)

UPPER DECK STRINGER 68'-7 1/2"
FOR 1/2 L. TO 41'-44' AT ENDS
QUAD. RIVETED END LAPS FOR 1/2 L.
TO TREBLE AT ENDS.
STRINGER PLATE WELDED TO SHELL.

UPPER DECK PLATING INSIDE LINE OF HATCHES
ETC. - 65 INCLUDING COMPENSATION FOR OMISSION
OF STRINGER ANGLE TO 36' AT ENDS.
TREBLE RIVETED END LAPS FOR 1/2 L. TO DOUBLE
AT ENDS WHERE NOT EXCEEDING 54'.

UPPER DECK PLATING INSIDE LINE OF
HATCHES ETC. - 43 TO 36' AT ENDS.
DOUBLE RIVETED END LAPS FOR 1/2 L. TO
SINGLE AT ENDS.

FOR BRACKETS & INTERCOSTALS
AT HEAD OF PILLARS.
SEE SEPARATE PLAN.

WIDELY SPACED TUBULAR PILLARS
WELDED TO DECK & CAP PLATES.
POSITION & SCANTLING AS PER PROFILE.

SECOND DECK PLATING INSIDE LINE OF HATCHES
ETC. - 36 FOR 1/2 L. TO 32' AT ENDS.
DOUBLE RIVETED END LAPS FOR 1/2 L. TO
SINGLE AT ENDS.

SECOND DECK STRINGER 72' (FROM SHELL) -
44 FOR 1/2 L. TO 38'-36' AT ENDS. TREBLE
RIVETED LAPS WHERE OVER 42' ELSEWHERE
DOUBLE LAPS - SLOPING GUNWALE
PLATE WELDED TO DECK & SHELL IN LINE
OF STRINGER ANGLE (SEE DETAIL).

BEAMS 12'-3 1/2" x 36' CHANNELS
8 AS PER DECK PLAN.

BEAM KNEES - 50'
7'-7/8 DIA RIV.

3RD DECK STRINGER PLATE 72' (FROM SHELL) - 34
FOR 1/2 L. TO 34' AT ENDS.
GUNWALE PLATE WELDED TO DECK
& SHELL IN LINE OF STRINGER ANGLE
(SEE DETAIL).

3RD DECK PLATING OUTSIDE LINE OF HATCHES
ETC. - 32.
SINGLE RIVETED END LAPS, EXCEPT STRAKE
ALONGSIDE HATCHES WHERE DOUBLE.

THIRD DECK PLATING INSIDE LINE OF HATCHES - 30'-32'
SINGLE RIVETED END LAPS.

BEAMS 12'-3 1/2" x 36' CHANNELS
8 AS PER DECK PLAN.

BEAM KNEES - 50'
7'-7/8 DIA RIV.

MAIN FRAMES SPACED 24" IN PEAKS 30' FROM AFTER PEAK BULKHEAD FOR
6 SPACES FOR THEN 35' IN MAIN BODY TO 1/2 L. FOR
27' FROM 1/2 L. TO COLLISION BULKHEAD. 24' IN FORE PEAK.
MAIN FRAMES (EX. PAINTING AREA) 12'-3 1/2" x 36' 1/4" TO UPPER DECK
FRAMES IN AFTER HOLD & MIDSHIP SETTING TANKS 10'-3 1/2" x 44' 1/2" B.A. 2
11'-3 1/2" x 52' B.A. IN DEEP TANKS (72' TO 91' INCLUSIVE)
MAIN FRAMES IN PAINTING AREA 15'-4 1/2" x 42' 3/4" TO 2ND DECK
WITH TWEEN DECK FRAMES 10'-3 1/2" x 42' B.A. SCARPHED TO MAIN FR.
FORE PEAK FRAMES 9'-3 1/2" x 48' B.A. TO UPPER DECK. FLE TWEEN DECK FRAMES
7'-3 1/2" x 40' 3/4" BRACKETED TO UPPER DECK.
AFTER PEAK FRAMES 5'-3 1/2" x 48' B.A. TO SECOND DECK. TWEEN DECK
FRAMES 7'-2 1/2" x 40' B.A. BRACKETED TO SECOND DECK.
RIVETING OF SIDE FRAMES TO SHELL - 6 DIA. APART AT 33' SPACING
7 DIA. APART AT 27' SPACING. 5 1/2" DIA. APART AT PEAK TANKS.
IN FRAMES WITHIN 10% OF RULE POSITION OF COLLISION BHD & DEPTHS

MARGIN PLATE - 39'-58' TREBLE RIVETED BUTTS
CONNECTION TO SHELL 4'-4'-56' (WELDED HEEL & TOE IN DEPTHS)
CONNECTIONS TO FLOORS & 6'-4'-7 1/2" RIVETED TO SHELL
8'-7/8 DIA RIV. IN EACH FLANGE - 6'-4'-7 1/2" TEE BARS OUTSIDE
MARGIN 16'-7/8 DIA RIV. TO MARGIN 15'-7/8 DIA RIV. TO BRACKET.
B.O.T.S - 48' FLANGED 3 1/2" 14'-7/8 DIA RIV. TO FRAME.
GUSSET PLATE - CONTINUOUS - 45 THK. 5'-8 DIA RIV. TO BOT. WELDED TO MARGIN PLATE.
GUSSET PLATE IN E.R. OF BUNKER & DEPTHS WELDED TO BOT & MARGIN

TANK FLOORS - 42' ON EVERY FRAME WITH 3'-3'-42' STIFF AS SHOWN.
WATERTIGHT FLOORS - 53' WITH STIFFENERS 6'-3'-40' SPACED 30' APART.
TANK TOP CENTRE STRAKE 68'-50' FOR 1/2 L. TO 46' AT ENDS INCREASED UNDER HATCHES TO TANK TOP THICKNESS.
TREBLE RIV. END LAPS FOR 1/2 L. TO ORLEAT ENDS WHERE NOT EXCEEDING 48' THICK. 56' IN E.R. PLATING INCREASED 1'-08'
UNDER HATCHWAYS IN REL. OF CEILING. DOUBLE RIV. END LAPS (TREBLE IN MACHINERY RD).
SEAMS DOUBLE RIVETED WHERE D.B. TANKS ARE ARRANGED FOR OIL FUEL.

WIDELY SPACED TUBULAR PILLARS
WELDED TO TANK TOP DOUBLING
& CAP PLATES - POSITION &
SCANTLING AS PER PROFILE PLAN.

CENTRE GIRDER 47' ABOVE KEEL - 83' FOR 1/2 L. TO 50' WITH END LAPS
BUTT WELDED
TOP BARS 3 1/2" x 36' 50' FOR 1/2 L. TO 46' AT ENDS
BOTTOM BARS 5'-5'-56' TO 32'
VERTICALS 3 1/2" x 48' 6'-4'-50' UNDER ENGINES & THRUST BLOCK
NOT TO EXCEED 5 DIA. APART

TURBINE MACHINERY SEATING & STIFFENING TO BE SUBMITTED.

GIRDERS ONE EACH SIDE OF 6'-0'-24'-42' B.A. CONTINUOUS TOP & BOTTOM BARS
2 ONE 8'-3 1/2" x 42' B.A. VERTICAL AT EACH END WITH 3'-3'-42' RIVETS
TOP & BOTTOM EXCEPT IN WAY OF PILLAR FEET WHERE INTERCOSTAL
PLATE GIRDERS ARE FITTED. (SEE SEPARATE PLAN)
INTERCOSTAL PLATE GIRDERS IN LINE WITH CONTINUOUS GIRDER
46' IN E.R. WELDED TO SHELL & WHERE IN HOLES 42' WELDED TO
SHELL & FLOORS. VERTICALS 53'-3 1/2" x 50' IN E.S. TOP GUNNS
33'-3 1/2" x 48' IN E.S. FORWARD CONTINUOUS 3'-3'-48'
ADDITIONAL GIRDERS UNDER ENGINES & FORWARD 1/2 L. AS PER SEC. II,
AND AS SHOWN ON TANK TOP PLAN.

MAIN FRAMES IN E.R. 12'-3 1/2" x 36' 52' 44' (WITH SLOPING BOT.)
EXCEPT IN O.F. SETTLING TANK SPACE, FRAMES 72 TO 78
THESE TO BE 10'-3 1/2" x 44' B.A. AS PER DEPTHS PLAN.

REVERSE FRAMES IN TANKS 3'-3'-46'
DOUBLE REVERSE BARS 33'-33'-46' IN WAY OF GENERATOR SH.
5'-5'-48' - GEAR CASE SEAT

DETAILS OF ADDITIONAL GIRDERS ETC. IN
ENGINE SPACE AS PER SEPARATE PLAN.

18765
631
14.11.44

BUILT 1944.

BILGE IN NOS 5 HOLD.

YARD NO 631.

J. L. THOMPSON & SONS LTD

YARD No 631.

MIDSHIP SECTION.

"EMPIRE DYNASTY".

SUNDERLAND RPT. NO. 34084

"
Eastern"



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