

"CARFIN"

S.S. N^o 1991

Glasgow Report N^o 4483

100.A.

SCALE 1/2 INCH TO THE FOOT

Complete Iron deck for 1/2 L 1/16 to 1/16 at ends

Angles 3x3x3/8

Built Iron 8x8/16

Angles 5x4x9/16
The half beams at hatchways to be same section as beams at alternate frames

Half Centre 31.58

Bdth 14.25

Depth to Keel 18.41

64 24 x 243.5 = 18390

Depth in Length 14.8

Bdth " " 9

Stringer 3x3 1/16 for 1/2 L to 26x8/16 at ends
Angles 4x4x9/16

Sheer Strake
40x12/16
Doubling Plate
24x10/16 for 1/2 L
9/16 to 3/4 L

10/16 for 1/2 L
9/16 to 3/4 L
8/16 at ends

10/16 for 1/2 L
9/16 to 3/4 L
8/16 at ends

10/16 for 1/2 L
9/16 to 3/4 L
8/16 at ends

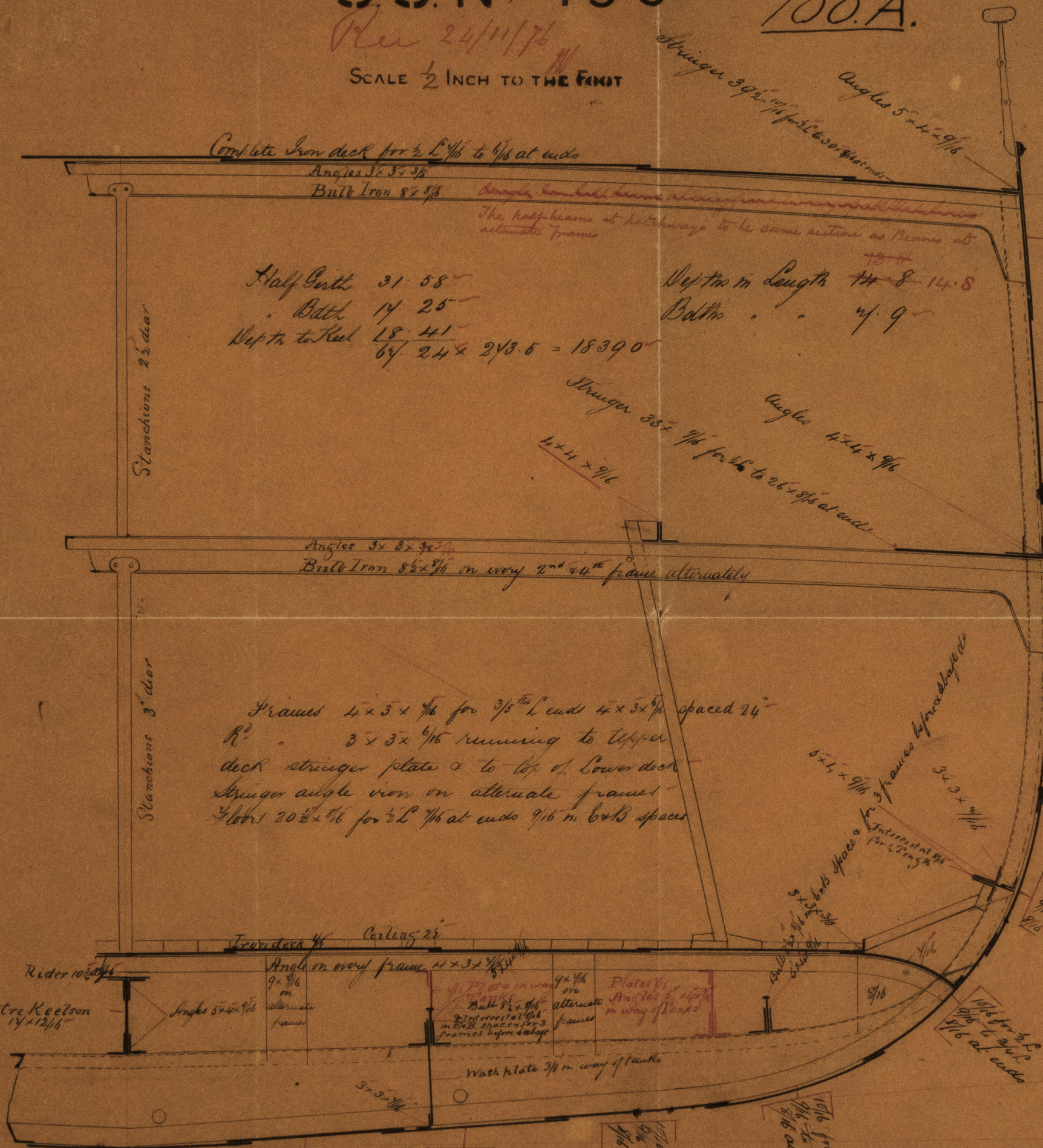
10/16 for 1/2 L
9/16 to 3/4 L
8/16 at ends

10/16 for 1/2 L
9/16 to 3/4 L
8/16 at ends

Intercostal plate to side Keelson in Engine & Boiler Space to be as per rule but in Ballast Tanks to be 3/8 inch plates and secured to shell with angle iron same as rule intercostal

25/11/76

IRON 521-0147



Frames 4x3x1/16 for 3/5 L ends 4x3x1/16 spaced 24"
R² 3x3x1/16 running to upper deck stringer plate & to top of Lower deck
Springer angle iron on alternate frames
Floors 20x1/16 for 1/2 L 1/16 at ends 9/16 in 6x6 spaces

Iron deck 1/16
Carling 2x2

Rider 10x1/16
Centre Keelson 14x12/16

Angles 5x4x9/16
9x1/16 on alternate frames

Angles 5x4x9/16
9x1/16 on alternate frames

Angles 5x4x9/16
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Angles 5x4x9/16
9x1/16 on alternate frames

Angles 5x4x9/16
9x1/16 on alternate frames

All plates of Bottom except garboard which are entirely within the boundary of the Ballast Tanks to be less in thickness than prescribed by rule if the original thickness is 1/16 or more

The Keelson under Ballast Tanks as shown in red to be carried through Engine and Boiler Spaces intact but if impracticable the side Keelson and lower Belge to be constructed as per rule and extended into Ballast Tanks three spaces of frames each way to scarp longitudinal girders of Tanks

LONDON & GLASGOW

ENGINEERING & IRON SHIP BUILDING

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