

MIDSHIP SECTION. TANK MOTOR VESSEL.

N^o 189.

DIMENSIONS 375'0" x 51'0" MHP x 29'0" MHP UPPER DECK

TO CLASS 100A.1. LLOYDS.

SCALE 1/2" = 1'00".

TWIN SCREW VESSEL.

SECTION THRU OIL TANKS.

BRIDGE DECK.

WITH DOUBLE ANGLES

BULKHEAD
BULKHEAD LINER ARRANGED TO TAKE ONE ROW OF RIVETS CLEAR OF THE BULKHEAD FRAMES.
ALL KEELSONS & STRINGERS IN OIL COMPARTMENTS TO BE CONNECTED TO BULKHEADS BY KNEE PLATES.

LLOYDS NUMBERS
BEAM = 51'0"
DEPTH = 29'0"
80'0" TRANSVERSE NO
375'0" x 80'0" = 30,000 LONG² NO
DEPTH TO LENGTH = 12.95
d = 19.08

SHEER
FORWARD = 8'5"
AFT = 4'0"
1/8" FOR² = 4.67
1/8" AFT = 2.2
APPROX. UNDER DECK TONNAGE = 4330.

EQUIPMENT NUMBER
(B+D) x L = (51'0" + 29'0") x 375'0" = 30,000
BRIDGE 33'38" x 7'5"
POOP 96'0" x 7'5"
FORECASTLE 43'58" x 7'5" = 972.618
CASING 57'16" x 7'5" = 200.06
EQUIPMENT NUMBER = 31178.678

EQUIPMENT
2 BOWER ANCHORS 50% CENTS STOCKLESS
1 BOWER ANCHOR 47 1/2
1 STEAM ANCHOR 15 Ex. STOCK
1 KEDGE ANCHOR 6 1/2
270 FMS. 2 3/16 STUD CHAIN CABLE
90 FMS. 1 1/16 STUD LINK CHAIN OR 4 1/2 STEEL WIRE
120 FMS. 13" MEMPH OR 4 1/2 STEEL WIRE
2 - 90 FMS. 7" HANSE
2 - 90 FMS. 7" WARD

FORGINGS
TWIN SCREW STERN POST
WITHOUT APERTURE = 10' x 3"
STEM = 10' x 2 1/2"
RUDDER HEAD AS PER RULE.

SKETCH OF THREE OIL TIGHT B+D

15.11.12
9.1.13
29.1.13
21.2.13
19.3.13
1.4.13
27.8.13
11.9.13

POOP STRINGER 34' x 34'
STRINGER ANGLE 35' x 35' x 34'
BRIDGE STRINGER 39' x 40'
STRINGER ANGLE 35' x 35' x 40'
FORECASTLE 57' x 36' x 34'
STRINGER ANGLE 35' x 35' x 34'

POOP DECK 80' IRON INCREASED IN WAY OF CASING
BRIDGE DECK 26' STEEL - WOOD SHEATHED.
FORECASTLE TIE PLATES 9' x 34'

BRIDGE DECK SHEATHED - 3" PITCH PINE.

BRIDGE SIDES 40'
POOP 38'
FORE 40'

SHEER STRAKE 46' x 36' FOR 1/2" TO 44' AT ENDS.
QUAD. TO TREBLE R.V.

46' x 68' FOR 1/2" TO 44' AT ENDS.
QUAD. TO TREBLE R.V.

5' x 5' x 1/4" FOR 1/2" TO 5' x 5' x 1/4" IN WAY OF OIL
35' x 35' x 1/2" AT ENDS.

60' FOR 1/2" TO 44' AT ENDS.

TWIN SCREW FURNACE
ROSS PLATING 70

60' FOR 1/2" TO 44' AT ENDS.

60' FOR 1/2" TO 44' AT ENDS.

62' FOR 1/2" TO 46' AT ENDS.

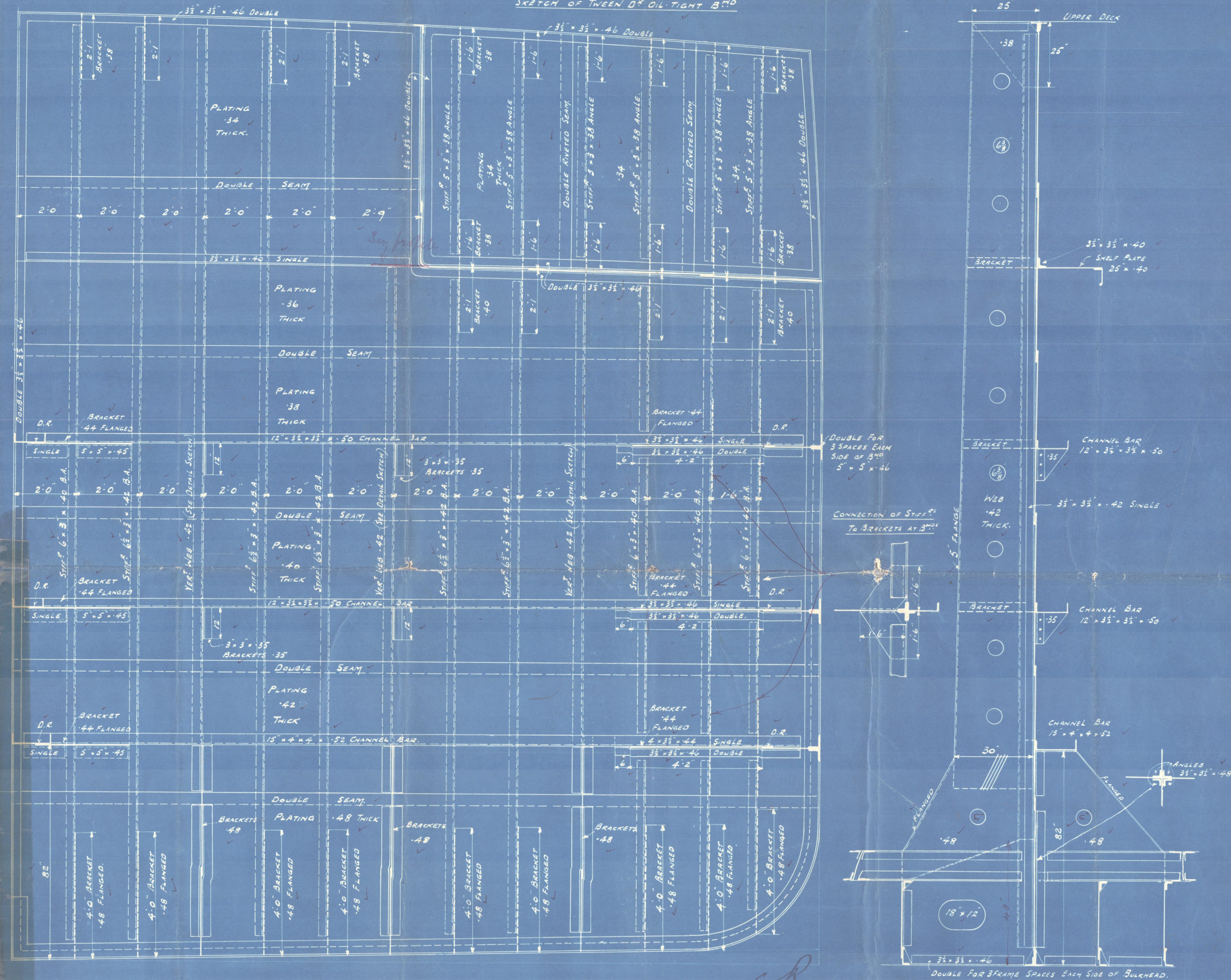
SHELL RIVETING.

SEAMS OF ALL SHELL STRAKES DOUBLE CHAIN R.V. WITH 7 PAIR OF RIVETS IN EACH FRAME SPACE. BUTTS OF SHELL TREBLE RIVETED OVERLAP, QUADRUPLE FROM KEEL TO UPPER TURN OF SIDE FOR 1/2" L.

3 BOTTOM STRAKES EACH SIDE TO HAVE 8" THICKNESS FOR 9" TO COLLISION BULKHEAD, & BOTTOM FORWARD STRENGTHENED AS PER RULE.

KEEL PLATE 46' x 96' FOR 1/2" TO 48' 1/8" RIVETS IN KEEL PLATE BUTTS & EDGES.
BUTTS OF KEEL QUINTUPLE R.V. IN WAY OF OIL TO QUADRUPLE & TREBLE AT ENDS.

WHERE QUINTUPLE LIDS ADOPTED RIVETS IN OUTER ROWS SPACED 4 DIA. APART



SHIPBUILDERS.
THE TYNE IRON SHIP-BUILDING CO. LTD
WILLINGTON QUAY ON TYNE
TELEPHONE NO 4818
-5/11/1912-

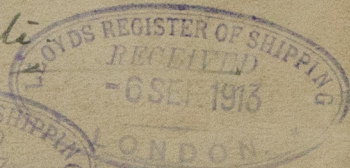
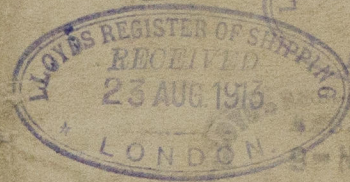
SECTION SHOWING WEB ETC AT TRANSVERSE BULKHEADS.

Lyne Iron S. B. Co. Ltd

No 189

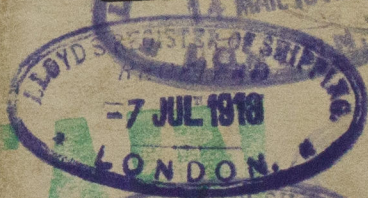
Living Screw Oil Lamp Motor Vessel

*Plan of Midships Section +
Oil Light Bulkhead, brought
up to date*



S.S. ELBRUZ
NEWCASTLE-ON-TYNE.

Report No 60870



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RETA



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