

MIDSHIP SECTION.

TO CLASS 100-A-1 AT LLOYDS.

CARRYING OIL FUEL FLASH POINT BELOW 150° F^{AH}. [PETROLEUM].

• SCALE: - $\frac{1}{2}'' = 1 \text{ FOOT}$ •

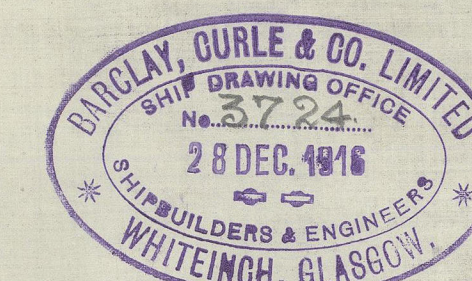
LLOYDS NUMERALS.	
$B + D$	$= 93.5$
$L \times (B + D)$	$= 42075.$
d	$= 20.10\%$
$\% \text{ TO U.D.} =$	12.67
$\% \text{ TO B.D.} =$	10.35

UPPER DECK	
INTERMEDIATE BEAMS 6"x 40 ANGLE	10' 3/8" 3' 2" 44" C ON ALTERNATE FRAMES TO 9' 3' 2" 3' 2" 44" C WHERE UNDER 1/2 LENGTH
BEAM KNEES	2' 9" 5' 4" 7-7/8 RIVETS
STRINGER PLATE (EXCEPT WHERE REQUIREMENT OF HATCHES)	8' 4" 6" 2' 12" LENGTH TO 38"x 44" IN WAY OF BARGE 5' 4" x 8"
STEEL DECK	CLEAR OF BARGE 40' 6" 1/2 L TO 36" AT ENDS IN WAY OF BARGE 4' 0"
STRINGER ANGLES	5' 5" 7" 6" 1/2 L TO 4' 4" x 4" AT ENDS IN WAY OF BARGE 4' 2" x 8"

RIVETING.		
END CONNECTIONS.		
	FOR 1/2 LENGTH.	AT ENDS.
KEEL	QUINTUPLE OVERLAPS OR DOUBLE STRAPS TREBLE RIVET	SINGLE LAPS WHERE OVER 70" " " " " " 70"
SHEER STRAKE	DOUBLE STRAPS TREBLE RIVET OR QUINT RIVETED LAP.	QUINT 50 LAPS WHERE OVER 60" " " " " " OVER 60"
UPPER DECK IN WELLS		TREBLE " " " " OVER 60"
STRAKE BELOW WELLS	QUAD RIV. LAP.	QUAD " " " " OVER 60" TREBLE " " " " OVER 60"
BRIDGE DECK SHEER STRAKE	QUAD " "	
STRAKE BELOW	" " "	
OUTSIDE PLATING FROM KEEL TO UPPER TURN OF BILGE	" " "	TREBLE RIVETED LAPS.
OUTSIDE PLATING FROM UPPER TURN OF BILGE TO STRAKE BELOW SHEER STRAKE	TREBLE RIVETED LAPS	TREBLE RIVETED LAPS.
BRIDGE DECK STRINGER	" " "	
" " PLATING	DOUBLE RIVETED LAPS	
UPPER DECK STRINGER IN WAY OF BRIDGE	TREBLE " "	
" " " " " WELLS	QUAD. " "	TREBLE RIVETED LAPS. DOUBLE WHERE OVER 40"
" " PLATING	DOUBLE " "	SINGLE WHERE 40" < UNDER
MAIN DECK STRINGER	TREBLE " "	TREBLE RIVETED LAPS
MAIN DECK STRINGER IN WAY OF BRIDGE	DOUBLE RIVETED LAPS	
MAIN DECK PLATING	" " "	SINGLE RIVETED LAPS
CENTRE GIRDER	TREBLE " " "	TREBLE " " "
MARGIN PLATE	" " "	" " "
TANK TOP CENTRE STRAKE	" " "	TO DOUBLE NOT EXCEEDING 4"
TANK TOP PLATING	DOUBLE " "	SINGLE EXCEEDING 4"
POOP & FICLE STRINGER		DOUBLE EXCEEDING 4"
" " " " SIDE PLATING		" " "

EDGE CONNECTIONS	
POOP & FORECASTLE SHELL	SINGLE
SHELL PLATING	DOUBLE
DECK EDGES	SINGLE
DECK STRINGER EDGES	SINGLE
TANK TOP CENTRE STRAKE	DOUBLE
TANK TOP PLATING	SINGLE
SHEER STRAKE & KEEL LANDINGS	DOUBLE

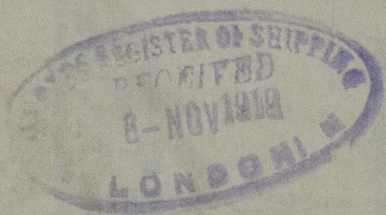
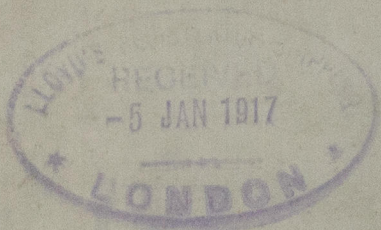
FRAMING	
FRAMES SPACED 84" APART IN PEAKS. ELSEWHERE FRAMES SPACED 27" APART.	
IN MACH'S SPACE	FRAMES 8'3 1/2"x48" BA TO UPPER DSS WITH REVER BAR 2"x8"x6' [EXCEPT IN MACH'S SPACE] TO M OF IN WAY OF ERECTING. ALTERN
6 IN HOLDS [EXCEPT IN WAY OF] TUNNEL RECES	B A FRAMES CARRIED UP & INTERM'S FRAMES OF ANGLES 4"x 8'3 1/2"x40" UNSCARPHED IN MACH'S SPACE REVER 7'3 1/2"x54"
IN WAY OF TUNNEL RECES	FRAMES ABOVE TUNNEL RECESSES 3'3 1/2"x48" B A TO UPPER & POOP DSS ALTERNATELY WITH INTERMED ANGLE FRAME BETWEEN UPPER & POOP DSS 4'1/2"x3'2"x40' UNSCARPHED
FORE PEAK	FRAMES 3'5'2"x48" B A CARRIED UP TO UPPER AND FICLE DSS ALTERNATELY WITH INTERMED ANGLE FRAME BETWEEN UPPER & FICLE DECK 4'1/2"x3'2"x40' UNSCARPHED
AFT PEAK	FRAMES 7'3'2"x42" REVERSE FRAMES 3'2"x3'42" FOPPING & 1/2" GIRDER ALL REVED TO UPPER DSS



Barday Cruise to
Midship Section

S/S "Lineleaf"

GLASGOW REPORT No. 36579.



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