

# SHIP NO 577 MIDSHIP TRANSVERSE

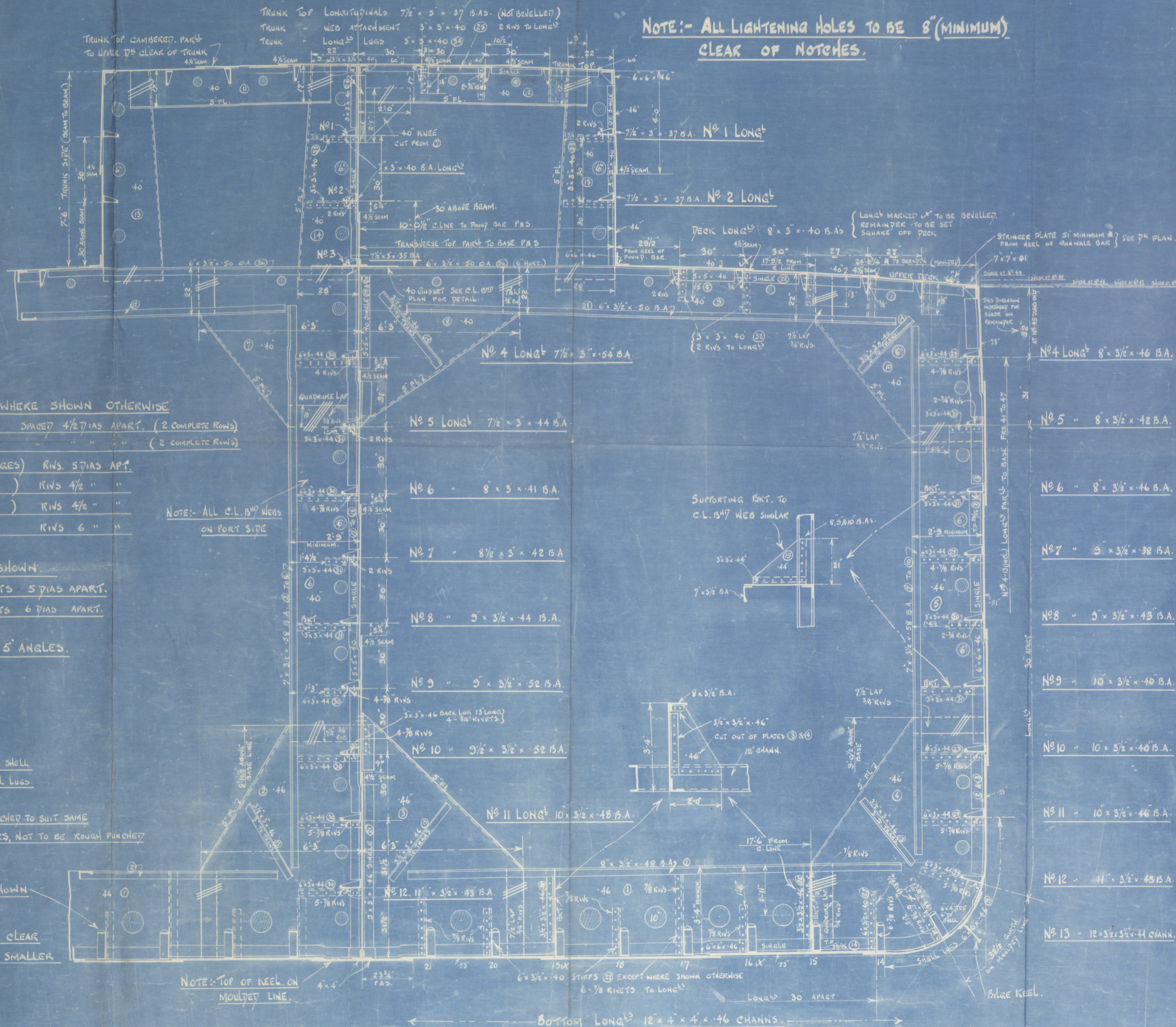
LOOKING FOR  
SCALE 1/2" = 1 FOOT.



TRANSVERSES 45, 46  
AS SHOWN

TRANSVERSES 42 & 43  
SIMILAR BUT WITH FRAMES, CONN. ANGLES,  
FACE BARS, FLANGES ETC REVERSE.

NOTE:- ALL LIGHTENING HOLES TO BE 8" (MINIMUM)  
CLEAR OF NOTCHES.



## RIVETING NOTES.

- 3/4" DIA RIVETS THROUGHOUT EXCEPT WHERE SHOWN OTHERWISE
- SHELL LUGS TO SHELL 7/8" DIA RIVS SPACED 4 1/2" DIAS APART. (2 COMPLETE ROWS)
- SHELL " " TRANS. " " " " " " (2 COMPLETE ROWS)
- DECK & TRUNK TOP LUGS (BOTH FLANGES) RIVS 5 DIAS APART
- C. LINE B<sup>HD</sup> LUGS TO WEBS & BKTS ( " " ) RIVS 4 1/2 " "
- TRUNK SIDE LUGS TO WEBS ( " " ) RIVS 4 1/2 " "
- FACE BARS RIVS 6 " "
- LUGS TO LONG<sup>LS</sup> AS SHOWN
- LUGS TO LONG<sup>LS</sup> (FLANGE TO TRANS) AS SHOWN.
- BUTTS RIVETS 5 DIAS APART.
- STIFFENING ANGLES TO TRANS BKTS RIVETS 6 DIAS APART.

CHAIN RIVETING IN WAY OF 5" x 5" ANGLES.

## NOTE:-

RIVET HOLES THRO. TRANS. PLATES IN WAY OF OUTSIDE STRAKES OF SHELL  
TO BE PUNCHED NEARER EDGE OF PLATE TO AVOID PACKING SHELL LUGS

NOTCHES FOR LONG<sup>LS</sup> IN WAY OF OUTSIDE STRAKES OF SHELL PUNCHED TO SUIT SAME  
NOTCHES IN TRANS FOR LONG<sup>LS</sup> TO BE WELL ROUNDED AT CORNERS, NOT TO BE ROUGH PUNCHED  
8" TO BE ABOUT 1/4" LONGER THAN LONG<sup>LS</sup> PASSING THROUGH

NOTCHES FOR BOTTOM LONG<sup>LS</sup> TO BE ROUNDED AS SHOWN

## THREE PLY RIVETING

THE CENTRE THICKNESS IN WAY OF ALL OILTIGHT WORK CLEAR  
OF HYDRAULIC RIVETING IS TO BE PUNCHED FOR A SIZE SMALLER  
RIVETS THAN SHOWN & RIMMERED IN PLACE

NO FOUR PLY RIVETING IN WAY OF OILTIGHT WORK

STEEL PLATES				
TRANS	STI	NO 45 TRANSVERSE	NO 46 TRANSVERSE	
1	2	12' 4"	46' 8"	46' 8"
2	1	8' 10"	75'	"
3	1	8' 10"	75'	"
4	2	8' 10"	81' 8"	"
5	2	11' 0"	33' 1/2"	"
6	1	12' 10"	33'	40' 0" LINE
7	1	6' 3"	72' 1/2"	"
8	1	6' 3"	67' 3/4"	"
9	2	12' 11"	25' 1/2"	DECK
10	2	6' 6"	76' 1/2"	"
11	1	7' 4 1/2"	22' 1/2"	TRUNK TOP
12	1	8' 10"	22' 1/2"	"
13	2	8' 10"	33' x 27'	TRUNK SIDE, ONE SIDE
14	1	8' 3"	33' x 27'	" (CLASH) "
15	3	2' 4"	21'	44' SURVEY BARS, 30' 0" 0"

NO 42 TRANS. (PLATES)				
TRANS	STI	NO 42 TRANSVERSE	NO 43 TRANSVERSE	
1	1	6' 3"	74' 1/2"	40'
2	1	6' 3"	69' 3/4"	40'
3	1	6' 6"	77' 1/2"	40'

NO 43 TRANS. (PLATES)				
TRANS	STI	NO 43 TRANSVERSE	NO 44 TRANSVERSE	
1	1	6' 3"	73' 1/4"	40'
2	1	6' 3"	69' 3/4"	"
3	1	6' 6"	77' 1/4"	"

NO 46 TRANS. (PLATES)				
TRANS	STI	NO 46 TRANSVERSE	NO 47 TRANSVERSE	
1	1	6' 3"	73' 1/4"	40'
2	1	6' 3"	69' 3/4"	"
3	1	6' 6"	77' 1/4"	"

ANGLES				
TRANS	STI	TRANSVERSE IN OIL TANKS	TRANSVERSE IN OIL TANKS	
1	4	15' 3"	6' x 3' x 1/2"	46' 8"
2	4	15' 3"	6' x 3' x 1/2"	46' 8"
3	10	18' 10"	"	"
4	1	15' 3"	"	"
5	1	15' 3"	"	"
6	1	15' 3"	"	"
7	2	20' 3"	"	"
8	2	20' 3"	"	"
9	2	20' 3"	"	"
10	2	20' 3"	"	"
11	4	15' 3"	6' x 3' x 1/2"	46' 8"
12	4	15' 3"	6' x 3' x 1/2"	46' 8"
13	4	15' 3"	6' x 3' x 1/2"	46' 8"
14	2	15' 3"	6' x 3' x 1/2"	46' 8"
15	1	24' 1/2"	5' x 5' x 1/2"	46' 8"
16	1	24' 1/2"	5' x 5' x 1/2"	46' 8"
17	1	24' 1/2"	5' x 5' x 1/2"	46' 8"
18	1	24' 1/2"	5' x 5' x 1/2"	46' 8"
19	1	12' 10"	"	"
20	1	11' 3/8"	"	"
21	2	17' 1"	"	"
22	8	10' 6"	"	"
23	4	15' 3"	6' x 3' x 1/2"	46' 8"
24	4	15' 3"	6' x 3' x 1/2"	46' 8"
25	4	15' 3"	6' x 3' x 1/2"	46' 8"
26	4	15' 3"	6' x 3' x 1/2"	46' 8"
27	9	13' 3"	6' x 3' x 1/2"	46' 8"
28	4	15' 3"	6' x 3' x 1/2"	46' 8"
29	9	15' 3"	6' x 3' x 1/2"	46' 8"
30	4	14' 0"	"	"
31	4	21' 6"	3' x 3' x 1/2"	46' 8"
32	4	13' 7"	3' x 3' x 1/2"	46' 8"
33	4	17' 3"	"	"
34	4	14' 0"	"	"
35	4	13' 3"	3' x 3' x 1/2"	46' 8"

MIDSHIP TRANS 42, 43, 45, 46				
TRANS	STI	TRANSVERSE	TRANSVERSE	
1	4	15' 3"	8' x 3' x 1/2"	46' 8"
2	4	15' 3"	8' x 3' x 1/2"	46' 8"
3	1	21' 4"	7' x 3' x 1/2"	46' 8"
4	1	21' 4"	"	"
5	1	21' 4"	"	"
6	1	21' 4"	"	"
7	2	20' 3"	"	"
8	2	20' 3"	"	"
9	2	20' 3"	"	"
10	2	20' 3"	"	"
11	4	15' 3"	6' x 3' x 1/2"	46' 8"
12	4	15' 3"	6' x 3' x 1/2"	46' 8"
13	4	15' 3"	6' x 3' x 1/2"	46' 8"
14	2	15' 3"	6' x 3' x 1/2"	46' 8"
15	1	24' 1/2"	5' x 5' x 1/2"	46' 8"
16	1	24' 1/2"	5' x 5' x 1/2"	46' 8"
17	1	24' 1/2"	5' x 5' x 1/2"	46' 8"
18	1	24' 1/2"	5' x 5' x 1/2"	46' 8"
19	1	12' 10"	"	"
20	1	11' 3/8"	"	"
21	2	17' 1"	"	"
22	8	10' 6"	"	"
23	4	15' 3"	6' x 3' x 1/2"	46' 8"
24	4	15' 3"	6' x 3' x 1/2"	46' 8"
25	4	15' 3"	6' x 3' x 1/2"	46' 8"
26	4	15' 3"	6' x 3' x 1/2"	46' 8"
27	9	13' 3"	6' x 3' x 1/2"	46' 8"
28	4	15' 3"	6' x 3' x 1/2"	46' 8"
29	9	15' 3"	6' x 3' x 1/2"	46' 8"
30	4	14' 0"	"	"
31	4	21' 6"	3' x 3' x 1/2"	46' 8"
32	4	13' 7"	3' x 3' x 1/2"	46' 8"
33	4	17' 3"	"	"
34	4	14' 0"	"	"
35	4	13' 3"	3' x 3' x 1/2"	46' 8"

W154-0099





Midship Section  
as Builder

Hawthorn Leslie & Co No 577.

& CERINTHUS

s/s. "CERINTHUS"

NEWCASTLE ON TYNE.

Report No. 86211.



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W154-00917