

SHIP NO 577 MIDSHIP TRANSVERSE

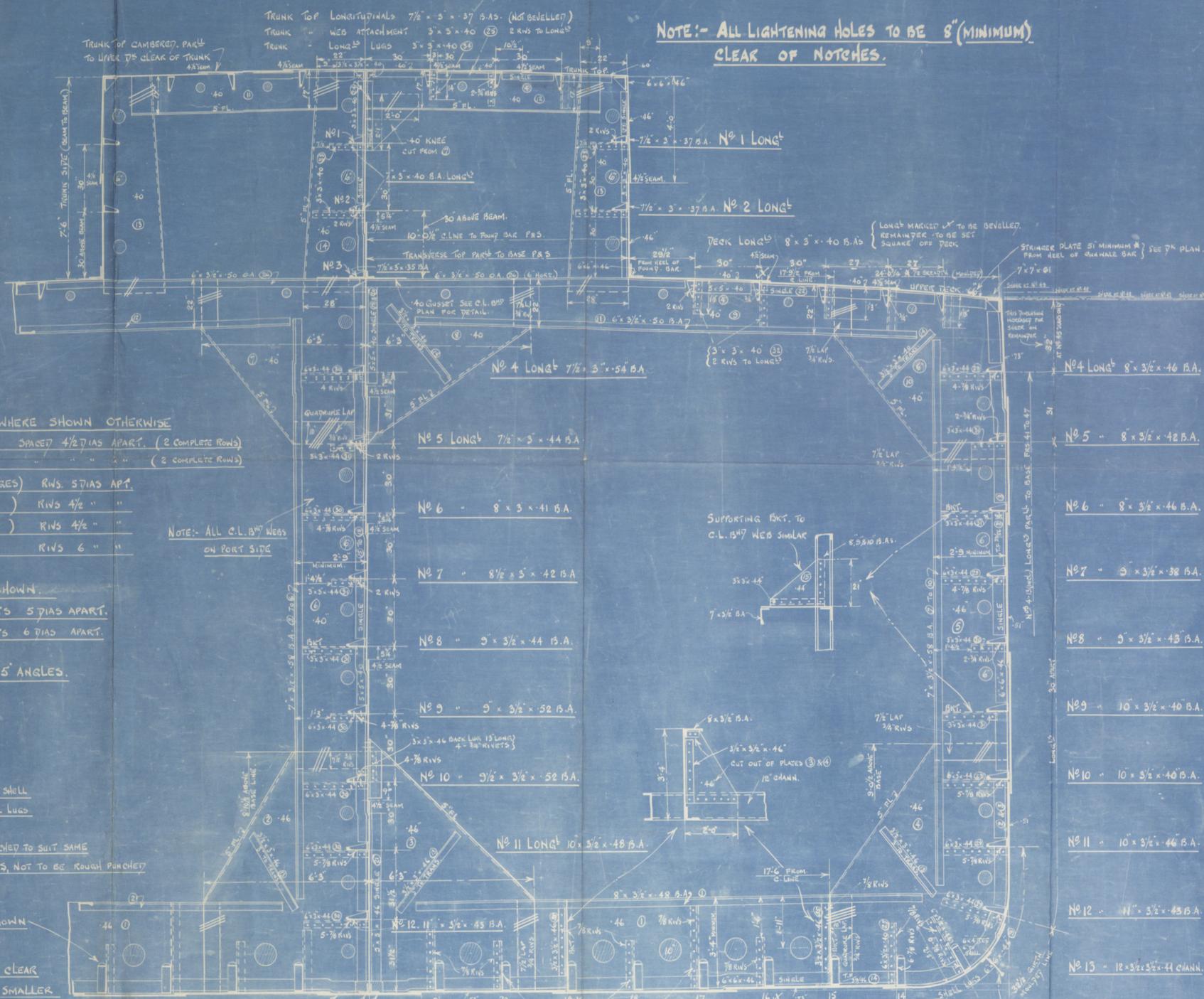
LOOKING FOR
SCALE 1/2" = 1 FOOT.



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^{HD} LUGS TO WEBS & BKTS (" ") RIVS 4 1/2 " " "
- TRUNK SIDE LUGS TO WEBS (" ") RIVS 4 1/2 " " "
- FACE BARS RIVS 6 " " "
- LUGS TO LONG^S AS SHOWN
- LUGS TO LONG^S (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^S IN WAY OF OUTSIDE STRAKES OF SHELL, PUNCHED TO SUIT SAME
NOTCHES IN TRANS FOR LONG^S TO BE WELL ROUNDED AT CORNERS, NOT TO BE ROUGH PUNCHED
& TO BE ABOUT 1/4 LONGER THAN LONG^S PASSING THROUGH

NOTCHES FOR BOTTOM LONG^S TO BE ROUNDED AS SHOWN

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

NO FOUR PLY RIVETING IN WAY OF OILTIGHT WORK

NOTE: TOP OF KEEL ON MOULDED LINE.

BOTTOM LONG^S 12" x 4" x 4" x 46 CHANNS.

LONG^S MARKED WITH THIS TO BE BEVELLED TO SUIT B^{HD} WEBS

STEEL PLATES				
TRANS	NO	45	TRANSVERSE	
1	2	12' 4"	46" x 46"	BOTTOM
2	1	8' 10 1/2"	75"	"
3	1	8' 10 1/2"	75"	"
4	2	8' 11"	81 1/2"	"
5	2	11' 0 1/2"	83 1/2"	SIDE
6	1	12' 10 1/2"	85"	C.LINE
7	1	6' 3"	72 1/2"	"
8	1	6' 3"	67 1/2"	"
9	2	12' 11"	25 1/2"	TRUNK
10	2	6' 6"	76 1/2"	"
11	1	7' 4 1/2"	22 1/2"	TRUNK TOP
12	1	8' 10 1/2"	22 1/2"	"
13	2	8' 10 1/2"	33 x 27"	TRUNK SIDE, ONE SIDE
14	1	8' 3"	33 x 27"	" (CLINE)
15	3	2' 0"	21"	44" SURFACE BARS 30x30x6

NO 45 TRANS. (PLATED)				
TRANS	NO	45	TRANSVERSE	
7	1	6' 3"	74 1/2"	40"
8	1	6' 3"	69 1/2"	40"
10	2	6' 6"	77 1/2"	40"

REMAINDER AS FOR NO 45 TRANS.

NO 43 TRANS. (PLATED)				
TRANS	NO	43	TRANSVERSE	
7	1	6' 3"	73 1/2"	40"
8	1	6' 3"	68 1/2"	"
10	2	6' 6"	77 1/2"	"

REMAINDER AS FOR NO 45 TRANS.

NO 46 TRANS. (PLATED)				
TRANS	NO	46	TRANSVERSE	
7	1	6' 3"	73 1/2"	40"
8	1	6' 3"	68 1/2"	"
10	2	6' 6"	77 1/2"	"

REMAINDER AS FOR NO 45 TRANS.

ANGLES				
TRANSVERSES IN OIL TANKS				
TRANS	NO	45	TRANSVERSE	
2	4	15' 11"	6" x 6" x 46"	STEEL CASE SIDE BARS
3	10	18' 10"	"	"
3	6	15' 0"	"	"
14	12	18' 3"	"	"

MIDSHIP TRANS 42, 43, 45, 46				
TRANS	NO	42	TRANSVERSE	
1	4	19' 3"	8" x 3 1/2" x 48" B.A.	FACE BARS BOTTOM
2	4	17' 0"	"	"
3	1	21' 4 1/2"	7" x 3 1/2" x 58"	C.WEB FACE BAR 42
4	1	21' 4"	"	"
5	1	21' 5"	"	"
6	1	21' 5 1/2"	"	"
7	2	20' 3 1/2"	"	"
8	2	20' 3"	"	"
9	2	20' 2"	"	"
10	2	20' 2 1/2"	"	"
11	4	15' 2"	6" x 3 1/2" x 50"	TRUNK
12	4	18' 8"	"	"
13	4	13' 5"	5 1/2" x 3" x 44"	BKT STIFFS BOTTOM
14	2	19' 4"	"	"
15	1	24' 4 1/2"	5" x 5" x 46"	C.LINE CHAN 42
16	1	24' 3 1/2"	"	"
17	1	24' 3"	"	"
18	1	24' 3 1/2"	"	"
19	1	18' 10"	"	"
20	1	11' 0 1/2"	"	"
21	2	17' 1"	"	"
22	9	10' 6"	"	"
23	4	13' 4"	5" x 3" x 40"	TRUNK SIDE CHAN 42
24	4	12' 3"	"	"
25	4	17' 1 1/2"	"	"
26	9	12' 3"	6" x 3 1/2" x 50"	FACE BAR (LONG)
27	9	13' 3"	6" x 3 1/2" x 40"	LUGS BOTTOM LONG ^S
28	4	13' 8"	3 1/2" x 3 1/2" x 40"	BKT LUGS BOTTOM
29	9	15' 0"	6" x 3" x 44"	LUGS SIDE LONG ^S
30	4	14' 0"	"	"
31	4	21' 6"	3" x 3" x 44"	5 1/2" C.L. LONG ^S
32	4	13' 7"	3" x 3" x 40"	"
33	4	17' 3"	"	"
34	2	14' 0"	"	"
35	4	13' 8"	3 1/2" x 3 1/2" x 46"	BKT LUGS BOTTOM LONG ^S

Midship Section
as Built

Hawthorn Leslie S/s No 577.

S/s CERINTHUS

S/s. "CERINTHUS"

NEWCASTLE ON TYNE.

Report No. 86211.



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W154-00917