





# No 68. MIDSHIP SECTION.

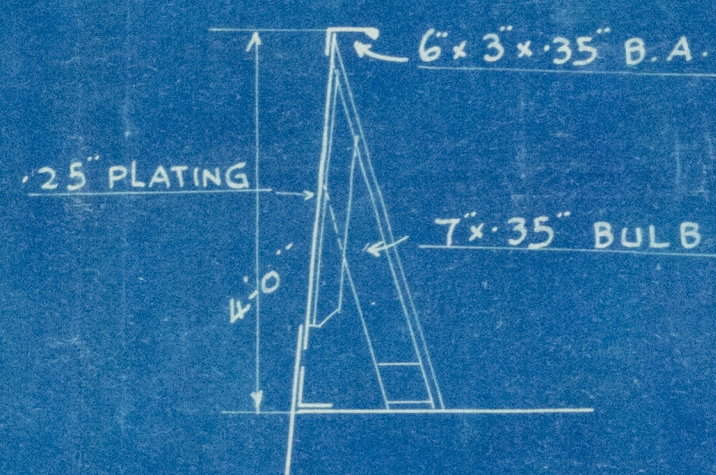
## PRINCIPAL DIMENSIONS.

LENGTH B.P. 305'-0" BREADTH MLD. 43'-9" DEPTH MLD. 27'-3"

CLASS 100 A. I. LLOYDS

SCALE  $\frac{1}{2}$ "=1 FOOT.

### BULWARK



STRINGER 45x48 BUTTS  
LAPPED & TREBLE RIV

STEEL DECK .30"  
BUTTS LAPPED &  
DOUBLE RIVETED

BRIDGE SIDE .56" BUTTS  
TREBLE QUAD RIV

FRAMING IN BRIDGE  
ALT. BULB ANGLES TO RUN  
UP TO BRIDGE DECK  
INTERMEDIATE STIFFENERS  $3\frac{1}{2} \times 3\frac{1}{2} \times .40$

SHEER STRAKE  $4\frac{1}{2} \times .66$  FOR  $\frac{1}{2}$  L  
TO .42 AT ENDS. .54" IN WAY OF  
BRIDGE. DOUBLED FOR 20'-0" AT  
ENDS OF BRIDGE. B.  
QUAD RIVET TO TREBLE  
TREBLE IN WAY OF BRIDGE

60x.56 FOR  $\frac{1}{2}$  L TO .42 AT ENDS  
BUTTS LAPPED AND TREBLE RIVETED  
DOUBLE WHERE NOT EXCEEDING .42  
.54" IN WAY OF BRIDGE.

61x.54 FOR  $\frac{1}{2}$  L TO .42 AT ENDS INCREASING .04  
IN LIEU OF SIDE STRINGER .58" IN WAY OF ENGINE & BOILER SPACES  
BUTTS LAPPED & TREBLE RIVETED  
DOUBLE WHERE NOT EXCEEDING .42"

61x.54 FOR  $\frac{1}{2}$  L TO .42 AT ENDS  
INCREASING .04 IN LIEU OF SIDE STRINGERS  
= .58" TO .46". .42" PEAKS.  
BUTTS LAPPED & TREBLE RIV  
DOUBLE WHERE NOT EXCEEDING .42"

61x.54 FOR  $\frac{1}{2}$  L TO .42 AT ENDS  
INCREASING .04 IN LIEU OF SIDE  
STRINGERS = .58" TO .46". .42" PEAKS  
BUTTS LAPPED & TREBLE RIV  
DOUBLE WHERE NOT EXCEEDING .42"

61x.54 FOR  $\frac{1}{2}$  L TO .42 AT ENDS  
INCREASING .04 IN LIEU OF SIDE  
STRINGERS = .58" TO .46". .42" PEAKS  
BUTTS LAPPED & TREBLE RIVETED  
DOUBLE WHERE NOT EXCEEDING .42"

6x6x.42 FROM  
COLLISION BMT TO  
AFTER END OF ENGINE  
ROOM. .44" IN B. SPACE  
SINGLE LUGS 7-7/8 RIVETS AFT  
OF ENGINE ROOM B.H.

66x.56 FOR  $\frac{1}{2}$  L TO .44" AT ENDS  
BUTTS LAPPED & TREBLE RIVETED FORE & AFT.

BOSS PLATE .66"

QUAD RIV

BILGE KEEL

9x.40" BULB

6x4x.50 TEE BAR

NOTE THREE STRAKES OF PLATING NEXT TO KEEL  
TO MAINTAIN MIDSHIP THICKNESS TO COLLISION B.H.

NOTE TANK FRAMES DOUBLED FROM MARGIN  
PLATE TO MARGIN PLATE FROM  $\frac{1}{2}$  L FORWARD  
TO COLLISION B.H.

NOTE ALL BEAMS STOP AT TOE OF FRAME

### FORECASTLE

BEAMS  $8\frac{1}{2} \times 3\frac{1}{2} \times .50$  B.A. ALTERNATE FRAMES KNEES  $22 \times .44$   
STRINGER PLATE  $30 \times .32$  BUTTS DOUBLE RIVETED  
STRINGER ANGLE  $3 \times 3 \times .33$   
DECK  $5 \times 2\frac{1}{2}$  P.P. WATER  $2\frac{1}{2} \times 2\frac{1}{2} \times .34$   
DECK PLATING .25"  
SIDE PLATING .38" BUTTS DOUBLE RIVETED  
PILLARS  $2\frac{3}{4}$ " DIA.

### POOP

BEAMS  $8 \times 3 \times .42$  B.A. ALT. FRAMES KNEES  $19 \times .40$   
STRINGER PLATE  $30 \times .32$  BUTTS DOUBLE RIV  
STRINGER ANGLE  $3 \times 3 \times .32$   
STEEL DECK .30" BUTTS SINGLE RIV  
SIDE PLATING .34" BUTTS DOUBLE RIV  
PILLARS  $2\frac{3}{4}$ " DIA.

HATCH WEBS  $14 \times .34$  AT CENTRE  
 $8 \times .34$  AT SIDE

CAMBER 11

### EQUIPMENT LETTER U

1 BOWER	4.5 CWTs	Stockless
1 "	45	"
1 "	38	"
1 STREAM	15	"
1 KEDGE	7	"
270 FATHOMS	15/16"	STUD CHAIN CABLE
90	12/16"	STREAM CHAIN CABLE OR 4" STEEL WIRE
100	12	HEMP OR 4" STEEL WIRE
90	2 OF 7"	WARPS OR 2 1/2" STEEL WIRE
90	2 OF 6	" " 2 1/2" " "

### NUMERALS

$$(B+D) 43.75 + 27.25 = 71$$

$$(B+D) \times L 71 \times 305 = 21655$$

### PROPORTIONS

$$\text{DEPTHS TO LENGTH 11.19 TO UPPER DECK}$$

$$8.77 \text{ BRIDGE}$$

### EQUIPMENT

$$\begin{aligned} \text{POOP } 24.92 \\ \text{BRIDGE } 93.92 \\ \text{FCL } 33.04 \end{aligned} \left. \begin{aligned} & \times 75 \times 75 \\ & \times 75 \times 75 \\ & \times 75 \times 75 \end{aligned} \right\} = 854.33$$

$$\begin{aligned} \text{HOUSES } & = 49.04 \times 7.5 \times 5 \\ & = 30.62 \times 7.5 \times 7.5 \end{aligned} \left. \right\} = 355.90$$

$$\text{EQUIPMENT NO} = 21655 + 355.90 = 22865.20$$

TANK TOP CENTRE  $38 \times .44$  FOR  $\frac{1}{2}$  L  
TO .36 AT ENDS .52 IN B. SPACE  
BUTTS LAPPED & TREBLE RIV FOR  
 $\frac{1}{2}$  L TO DOUBLE AT ENDS.

CENTRE KEELSON  $38 \times .48$  FOR  $\frac{1}{2}$  L  
TO .38 AT ENDS .58 IN B. SPACE  
BUTTS LAPPED & TREBLE RIV

$4 \times 4 \times .56$  TO .52 SINGLE (DOUBLE  $3\frac{1}{2} \times 3\frac{1}{2} \times .44$  TO .42 IN E. SPACE & FORE OF  $\frac{1}{2}$  L)

$5 \times 5 \times .50$  FOR  $\frac{1}{2}$  L (10 RIVETS)  
 $3\frac{1}{2} \times 3\frac{1}{2} \times .36$  AT ENDS (8 RIVETS)

$6 \times 6 \times .74$  TO .70 SINGLE, DOUBLE BARS  $4 \times 4 \times .52$  FORE OF  $\frac{1}{2}$  L.

PLATE KEEL  $44 \times .86$  FOR  $\frac{1}{2}$  L TO  
.62 AT ENDS BUTTS LAPPED &  
QUAD RIV TO TREBLE AT ENDS WHERE NOT EXCEED .76"

NOTE THE RIVETS IN PLATING & FRAMES IN WAY OF FLAT  
OF BOTTOM BEFORE  $\frac{1}{2}$  L TO BE SPACED NOT MORE  
THAN  $5\frac{1}{2}$ " DIA. APART.

*The attached  
ships show  
actual sizes  
A.L.*



Mitsubishi

No 68

Mid See

Kobe Rpt No 2050

Glennie Marn

M/S

RETAIN

Mid See

M B 68



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