

MIDSHIP SECTION FOR SHIP No 337. TWIN SCREW MOTOR SHIP.

LENGTH BETWEEN P.P (FORE PART OF STEM TO AFTER PART OF STERNPOST) 460'-0"
BREADTH MOULDED 7'-4" 59'-4 1/2"
DEPTH MOULDED TO UPPER DECK 29'-4 1/2"
" " " SUPERSTRUCTURE DECK 38'-4 1/2"

- SCALE $\frac{1}{2}" = 1'$ -

TO CLASS LLOYDS 100. A.1. ✱ (~~SUPERSTRUCTURE DECK WITH FREEBOARD~~)
DOUBLE BOTTOM ARRANGED TO CARRY OIL FUEL OF FLASH POINT ABOVE 150° FAHR

SCANTLING NUMBERS.

$B + D = 59,37 + 38,37 = 97,75 = \text{TRANSVERSE NUMBERS.}$
 $L \times (B + D) = 460 \times 97,75 = 44965 = \text{LONGITUDINAL NUMBER}$
 $d = 25,54 \quad L \times d = 460 \times 38,37 = 17650$

PROPORTIONS.

$$\frac{L}{D, S_{DK}} = \frac{460}{38,37} = 11,98$$

EQUIPMENT.

L * (B+D)	44965 ✓	2 BOWER ANCHORS EACH 750# STOCKLES.
FORECASTLE 75#	132	AT 62 CWT
HULL 122	878 ✓	1 STEAM --- 2000 CWT EXEL. STOCK.
EQUIPMENT NUMBER	45975	300 FATHOMS 2 1/2" STUB CHAIN CABLE.
		120 --- 5" STEEL WIRE
		130 --- 5 1/2" ---
		2 HAWESERS EACH 100 FATHOMS 8" MANILLA.
		2 WARPS --- 100 --- 8 1/2" ---

^{Upper}
~~SUPERSTR.~~ DECK

LENGTH OF BEAM @ 57'-0" ½ L 38'-0" ¼ L 28'-6"
BEAM SPACING 4H EVERY FRAME ON EVERY FRAME OR EVERY TWO
PILARS TWO ROWS
BEAMS 20W-78.8-BULLY @ 20W-78.8-BULLY [25'-46"
BEAM KNEES 25'-46" 25'-46"
MATCH END BEAMS 20W-78.8-BULLY @ 20W-78.8-BULLY [25'-46"
" " " Knees 25'-46" 25'-46"
HALF BEAMS 20W-78.8-BULLY @ 20W-78.8-BULLY [25'-46"
HALF BEAM KNEES 25'-46" 25'-46"
STRINGER/PATE 64'-7.0 FOR 1/2 TO .30' - 4A' AT ENDS
STRINGER ANGLE 5'-05'-63" TO 3'-33'-49" AT ENDS
STEEL DECK 36"-48" OUTSIDE MATCHES, 48" BETH MATCHES, 36" AT ENDS

UPPER DECK

LENGTH OF BEAM	58'-8"	%L 39'-3"	%L 29'-4"
BEAM SPACING	ON EVERY FRAME	ON EVERY FRAME	ON EVERY FRAME
PILLARS	TWO ROWS		
BEAMS	2'00-25"-10-14	2'00-25"-10-14	C
BEAM KNEES	2'8"-5'	2'8"-5'	2'8"-5'
HATCH END BEAMS	2'00-25"-10-14	2'00-25"-10-14	C
END KNEES	2'8"-5'	2'8"-5'	2'8"-5'
HALF BEAMS	2'00-25"-10-14	2'00-25"-10-14	C
HAIRY BEAMS	2'8"-5'	2'8"-5'	2'8"-5'
STRINGER PLATE	4'0"-5'	3'6"-3'8"-4'3"	AT BUDS
STRINGER ANGLE	36°-31°-42°-36°		
STEEL DECK	4" OUTSIDE HATCHES, 3" BETW. HATCH.	3" CSE PER F.T.	
BEAMS IN FORE HOLD	2'00-25"-10-14	C SE PERFECT	

~~LOWER DECK~~

LOWER DECK IN FORE HOLD

LENGTH OF BEAM	8' 59" 6"	35L 19' 10" 6"	XL 23' 9"
BEAM SPACING	ON EVERY FRAME ON EVERY FRAME OR EVERY FRAME		
PILLARS	TWO KNUES		
BEAMS	28' 5" 6"	28' 5" 6"	L 28' 5" 6"
BEAM KEELS	28' 5" 6"	28' 5" 6"	28' 5" 6"
HATCH END BEAMS	28' 5" 6"	28' 5" 6"	28' 5" 6"
" BEAM KNUES	28' 5" 6"	28' 5" 6"	28' 5" 6"
HALF BEAMS	235' 30' 2" 14"	235' 30' 2" 14"	L 28' 5" 6"
" BEAM KNUES	28' 5" 6"	28' 5" 6"	28' 5" 6"
STRINGER PLATE	49' 1" 4"	FOR 1/2 TO 38X 1/4"	AT ENDS
STRINGER ANGLE	3" 3" 1/2"	42"	
STEEL DECK	30' 1/2"	30' 1/2"	AT ENDS

SCANTLINGS.

FRAME SPACING 1' 6" ¹⁸, FORWARD OF 3/5 L TO COLLISION 24", IN PEAKS = 24"
 --- IN PEAKS = 24"
 FRAMES 11 1/2" x 3/4" - 625 BULBANGLES IN NO. 2-3-4 HOLD & IN MOTORROOM ALL CARRIED TO UNDERDECK &
 SUPERSTRUCTURE DECK STRINGERPLATE ALTERNATELY ^{DOWN TO 3" IN FORWARD OF 3/5 L} ^{INTERMEDIATE FRAMES 10'-5" x 1/2" ON EVERY SECOND FRAME}
 REVERSE FRAMES 12" x 3/4" - 625 BULBANGLES IN NO. 2-3-4 HOLD ^{4 1/2" x 3/4" - 625} ^{ON EVERY SECOND FRAME}
 FRAMES IN WAY OF DEFTANK 11 1/2" x 3/4" - 625 ^{4 1/2" x 3/4" - 625} ^{ON EVERY SECOND FRAME}
 FRAMES IN PEAKS 8 1/2" x 3/4" - 625 BULBANGLES CARRIED TO SUPERSTRUCTURE. FIRE CATTLE DECK, ^{2 1/2" x 3/4" - 625}
 OR ^{ON EVERY SECOND FR}
 FLOORS IN PEAKS 4" - 625 TRANSOM PLATE 51" x 50"
 STEM 10 1/2" x 24"
 STERNPOST 11 1/2" ^{1 1/2" x 24" x 1/2" - 625} ^{1 1/2" x 24" x 1/2" - 625}
 RUDDER STOCK AS PR RULE
 SHAFT TUNNELS PLATES 42", TOPPLATES 38" TOPPLATES UNDER HATCHES 48"
 STIFFENERS 65" x 3" x 42" BULBANGLES SPACED 36" APART
 4" x 3" x 42" DOUBLE 4" FL HORIZONTAL
 4" x 3" x 42" DOUBLE 4" FL HORIZONTAL
 ROUND OF BEAM 14 1/2"

INNER BOTTOM ANGLES.

	1/2 L AMBOS	AT ENDS	MOTOR ROOM	REMARKS
CENTRE GIRDER BOTTOM	5' 5" - 6' 2"	5' 5" - 5' 8"	5' 5" - 6' 2"	
TOP	3' 3/4" - 5' 4"	3' 3/4" - 5' 50"	3' 3/4" - 5' 4"	
VERTICAL	5' 5" - 6' 2"	3' 3/4" - 5' 4"	5' 5" - 6' 2"	SINGLE
SIDE GIRDERS BOTTOM	3' 3/4" - 5' 4"	3' 3/4" - 5' 4"	3' 3/4" - 5' 4"	
TOP	3' 3/4" - 5' 4"	3' 3/4" - 5' 4"	3' 3/4" - 5' 4"	
VERTICAL	SEE SKETCH		SEE DRAWING	
MARGIN PLATE BOTTOM	4' 1" - 5' 0"	4' 1" - 5' 0"	4' 1" - 5' 0"	
VERTICAL	5' 5" - 6' 2"	5' 5" - 6' 2"	5' 5" - 6' 2"	SINGLE
BOTTOM FRAMES	5' 5" - 4' 4"	5' 5" - 4' 4"	5' 5" - 4' 4"	
REVERSE	4' 2" - 4' 4"	4' 5" - 4' 2"	4' 2" - 4' 4"	DOUBLE FORWARD OF '35 DOUBLE IN MOTOR ROOM

INNER BOTTOM PLATING

	2L AMJOS	ATCHDS	MOTORROOM
CENTRE GIRDER	46' - 56' ⁴⁴	46' - 56'	
SIDE GIRDERS TWO	42' - 52'	33' ³³	SEE PROFILE
MARGIN PLATE	42' - 52' ⁵³	50' - 66'	50' - 66'
FLOORS	42' - 52'	38' - 50'	50' (P)
FRAME BRACKETS	42' - 52'	38' - 50'	50'
TANKTOP CTR STRAKE	54' - 54'	44' - 54'	54'
TANKTOP REM STRAKE	42' ⁴⁶ - 52'	38' ⁴⁰ - 52'	52' ⁵⁰
GUSSETS	4' - 4' - 42'	LUG ON EVERY FRAME	

EXTRA INTERCOSTALS UNDER PILLARS
2 FRAME SPACES ONLY NO MANHOLE FITTED

Denne Tegning maa ikke fremvises til
Tredjemand og maa ikke kopieres.

F. c. $59\frac{1}{2}$ "

KEELPLATE 54"

A. c. 69"

B.c. 69" $5\frac{1}{4}$ "

C. c. 69"

D.C. 69

5/5

2

86" FOR $\frac{3}{5}$ L. TO 72" AT EN

.70 FOR $\frac{1}{2}$ L. AND F

FOR $\frac{1}{2}L$. AND FORM.

FOR $\frac{1}{2}$ L. AND FORW.
.50" AFT.

1871-1872 35

• 70 FOR

TO 50 AT ENDS.

NOTE.

E. THE FOLLOWING INCREASES TO BE FITTED FOR FULL FORM
MIDSHIP THICKNESS OF STRAKES A.B.C CARRIE TO COLLISION BULKHEAD.
TANKFRAMES DOUBLE 4' x 3 $\frac{1}{2}$ " x 42" FROM 35 L. TO " " 2nd
ADDITIONAL INTERCOSTAL GIRDERS HALF HEIGHT & 2'0"

ALTERNATIVE ARANG. OF FLOORS IN DOUBLE BOTTOM.
OUTSIDE MOTOR ROOM & FORWARD OF 3/5 L.

7-12-23
1/2" = 1'

MIDDEL COMIT

15

ER LIC

182-00580



Approved plan,

Midship section.

Bismarck & Co.,
Lent. No. 337.

Motorship
"DANMARK"

8390 Tons, of
Copenhagen.

Copenhagen
Report No. 7168.

W162-0058



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