

DAVID & WILLIAM HENDERSON & CO.

JIFFOULDING PARTICK

Price 399.

SHE 691-2m

Date 28.12.20.

PARTICK, GLASGOW.

MIDSHIP SECTION:

• WITH FREEBOARD (DRAUGHT NOT TO EXCEED THAT OF A TONNAGE OPENING C. S. S. VESSEL.)

D	28.33	+	8.0	NORMAL TWEEN DKS	=	36.33	
x D						14532	1 ST NUMERAL.
(B + D)						36732	2 ND LONG. NUMERAL.
=						10.57	
D						24.75	

FRAMES FORWARD OF 3/8 LENGTH ABFT FORE PEAK BULKHEAD 8' x 36' x 90" ANGLE FRAME, & 8' x 38' 50 ANGLE REV. FRAME. FORMING 18" GIRDER AT INSIDE STRAKES TO 2ND DECK SPACED 27" APART. FRAMES BETWEEN APT PEAK BHD. & FRAME 15, 6' x 31' x 48" ANGLE & 31' x 36' x 48" ANGLE REV. FRAME. FORMING 8 1/2" GIRDER TO 2ND DK. SPACED AS PER PROFILE. FRAMES BETWEEN 15 & BULKHEAD 97, 8' x 36' x 50" ANGLE FRAME, & 8' x 38' 50" ANGLE REV. FRAME. FORMING 18" GIRDER TO INSIDE STRAKES TO 2ND DECK SPACED 31/8" APART. FRAMES IN PEAKS 77' x 11' x 36" & A TO 2ND DECK IN APT PEAK & FLAT BELOW 2ND DECK IN FORE PEAK. SPACED 24" APART. FRAMES BETWEEN UPPER & 2ND DECKS, EXCEPT IN WAY OF TRANSVERSE BEAMS 6' x 38' x 34" & A. ABFT FORWARD 3/8 LENGTH SPACED 31/8" APART & 24" APART, ABFT APT PEAK BHD, SCARFED TO MAIN FRAME. BRACKETED IN APT PEAK. FRAMES BETWEEN UPPER & 2ND DECK FORWARD OF 3/8 LENGTH TO 2 SPACES ABFT FORECASTLE END, EXCEPT IN WAY OF TRANSVERSE BEAMS 6' x 38' x 36" & A. SCARFED TO MAIN FRAME. SPACED 27" APART. FRAMES BETWEEN UPPER & 2ND DECKS IN WAY OF TRANSVERSE BEAMS 9' x 38' x 44" & A. SCARFED TO MAIN FRAME. FRAMES FROM 2 SPACES ABFT FORECASTLE END TO FORE PEAK BULKHEAD 78' x 38' x 42" & A. BETWEEN 2ND AND UPPER DECKS. & 2ND & FORECASTLE DECKS IN WAY OF FORECASTLE, SPACED 27" APART. FRAMES FORWARD OF FORE PEAK BULKHEAD 78' x 38' x 42" & A. BETWEEN PEAK FLAT AND FORECASTLE DECK. BRACKETED TO PEAK FLAT. SPACED 24" APART.

FRAMES $3\frac{1}{2} \times 3\frac{1}{2} \times 4\frac{1}{2}$, 5" x 5" x 44" SINGLE FORWARD OF $\frac{1}{8}$ LENGTH, $3\frac{1}{2} \times 3\frac{1}{2} \times 44"$ AT W.T. DIVISIONS
 REIN. FRAMES $3\frac{1}{2} \times 3\frac{1}{2} \times 44$, $3\frac{1}{2} \times 3\frac{1}{2} \times 44"$ AT W.T. DIVISIONS. DOUBLE IN ENGINE ROOM TO 12" BEYOND OUTSIDE GIRDER $3\frac{1}{2} \times 3\frac{1}{2} \times 48$
 REIN. FRAMES $4\frac{1}{2} \times 4\frac{1}{2}$ IN ENGINE ROOM, 50 FLOORS AT W.T. DIVISIONS.
 W.T. DIVISIONS IN ENGINE ROOM STIFFENED WITH $3\frac{1}{2} \times 5 \times 44$ ANGLES SPACED 30" APART, 5" TO FLOORS; EXCEPT WHERE LONGITUDINALS ARE ATTACHED THERETO.
 FLOOR PLATES FROM FR. 21-38, 60-122 $5\frac{1}{2} \times 6\frac{1}{2}$ IN. PLATE, 5" FROM 56-6 6" APART. FLOOR PLATES ON ALTER. FRs. EXCEPT IN WAY OF ENG. ROOM, FR. 21 & 60, OF FR. 122 WHERE FLOORS ARE ON EVERY FR.
 TANK SIDE BRACKETS: 48" IN WAY OF WEBS, 42" BETWEEN WEBS & 48" IN WAY OF ORDINARY FRAMES AT ENDS. 6 X 6 4 4 LUG ATTACHMENT
 SIDE GIRDERS .44" ADDITIONAL SIDE GIRDERS UNDER MACHINERY 48" AND GIRDER TOP ANGLES $3 \times 3 \times 4$ SINGLE. DOUBLE UNDER ENGINE ROOM & THRUST $3 \times 3 \times 46$.
 BOTTOM ANGLES $3\frac{1}{2} \times 3 \times 44$ SINGLE, SIDE GIRDER VERTICAL ANGLES $3 \times 3 \times 46$, $3 \times 3 \times 46$ DOUBLE IN ENGINE ROOM. 6 X 6 4 4
 TO INTERMEDIATE STIFFS

[illegible]

WEBS 74 52

SIDE FRAMES TO SHELL 6 DIA³ APART IN TWEN DKS. IN WAY OF OLD FRAMING AT ENDS CLEAR OF PEAKS. SIDE FRAMES TO SHELL 51 DIA³ APART IN PEAKS.
FRAMING TO REV FR. IN WAY OF OLD FRAMING AT ENDS, 76 RIVETS 6 DIA³ APART. IN AFTER PEAK RIVETS TO FR3, FLOORS & CROSS TIES 76 RIVETS SPACED 5 DIA³ APART.
TANK TOP PLATING BUTTS & EDGES 76 & 3/4" RIVETS SPACED 4 DIA³ APART.
TANK MARGIN PLATE BUTTS 76 RIVETS SPACED 4 DIA³ APART.
DECK PLATING TO TRANSVERSE FRAMS 76 & 3/4" RIVETS SPACED 5 DIA³ APART. DECK PLATING TO LONGITUDINALS 76 & 3/4" RIVETS SPACED 5 DIA³ APART.
TRANSVERSE BEAM PLATE DIA 76 RIVETS SPACED 6 DIA³ APART.
DECK STRINGER & DECK PLATING LANDING 76 & 3/4" RIVETS SPACED 4 1/2 DIA³ APART. DECK STRINGER BUTTS 76 & 3/4" RIVETS SPACED 3 1/2 DIA³ APART.
DECK PLATING BUTTS 76 RIVETS SPACED 4 DIA³ APART. UPPER DK STRINGER ANGLE 76 & 3/4" RIVETS SPACED 5 DIA³ APART TWO COMPLETE ROWS IN 6" x 6" ANGLE. 4 1/2 DIA³ AT END WHERE SINGLE RIVETED BAR.
2ND DECK STRINGER ANGLE 3/4" RIVETS SPACED 7 DIA³ APART. 2ND DK SHELL CHOCKS 76 & 3/4" RIVETS SPACED 6 RIVETS IN 3 1/2" SPACE & 5 RIVETS IN 27" SPACE.
BHD PLATING 3/4" RIVETS SPACED 4 1/2 DIA³ APART IN BUTTS & LANDINGS. BHD STIFF²³ 3/4" & 7/8" RIVETS SPACED 7 DIA³ APART & 6 DIA³ APART IN DEEP TANK & PEAKS.
BHD FR3 76 RIVETS TO SHELL SPACED 5 DIA³ APART.
BHD ATTACHMENT TO TANK TOP 3/4" & 7/8" RIVETS SPACED 4 1/2 DIA³ APART.

" " DECKS $\frac{3}{8}$ " RIV^s SPACED $4\frac{1}{2}$ DIA^s APART.

SHELL PLATING WHERE PLAYING IS OVER .50 BUTTS TO HAVE 7/8 RIVETS. SHELL PLATING WHERE PLATING IS .60 OR UNDER BUTTS TO HAVE $\frac{3}{4}$ " RIVETS.

" " RIVETS IN SHELL BUTTS SPACED 4 DIA^s WHERE 4 X."

" " LANDINGS IN SUE OF TRANSVERSE FRAMING AT ENDS 8 - 8 RIVETS IN EACH SIDE SPACE, 7- 7/8 RIVETS IN EACH 27"SPACE, & 6 - 7/8 IN EACH 24" SPACE [ALL EXCLUDING RIVETS IN FRS]

LONGITUDINAL BUTT STIKAPS TO HAVE SAME SECTION AS BARS CONNECTED AND TO HAVE:-

8 - $\frac{3}{4}$ " RIVETS EACH SIDE OF BUTTS IN BOTTOM LONGITUDINAL.

8 - $\frac{3}{4}$ " " " " " TANK TOP.

8 - $\frac{3}{4}$ " " " " " ZNP DECK

8 - $\frac{3}{4}$ " " " " " UPPER DECK

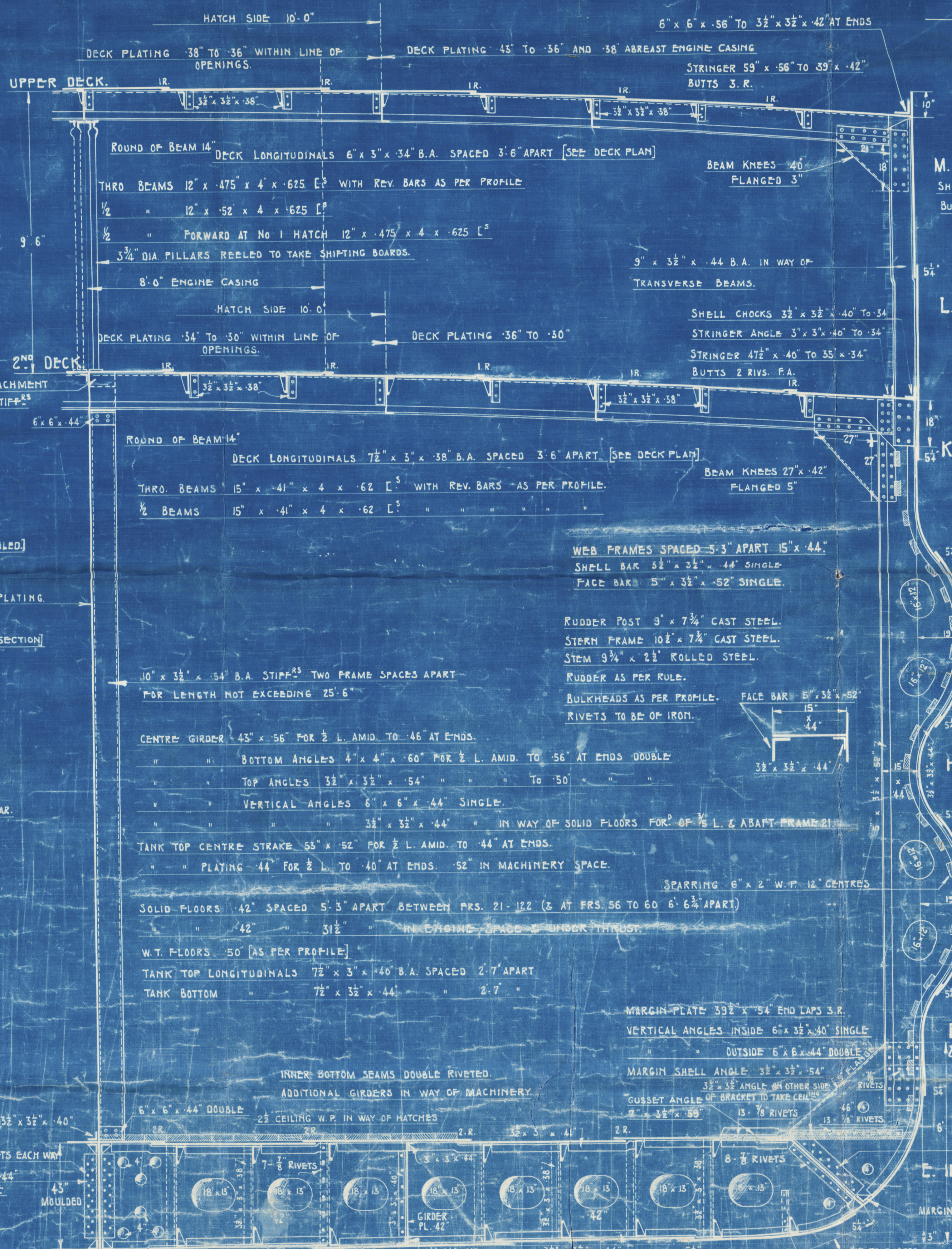
UPPER DECK LONGITUDINAL BRACKETS TO HAVE 5 + $\frac{1}{4}$ " RIVETS

ZNP " " " " 5 + $\frac{1}{4}$ " "

BOTTOM SHELL " " " 5 - $\frac{3}{4}$ " "

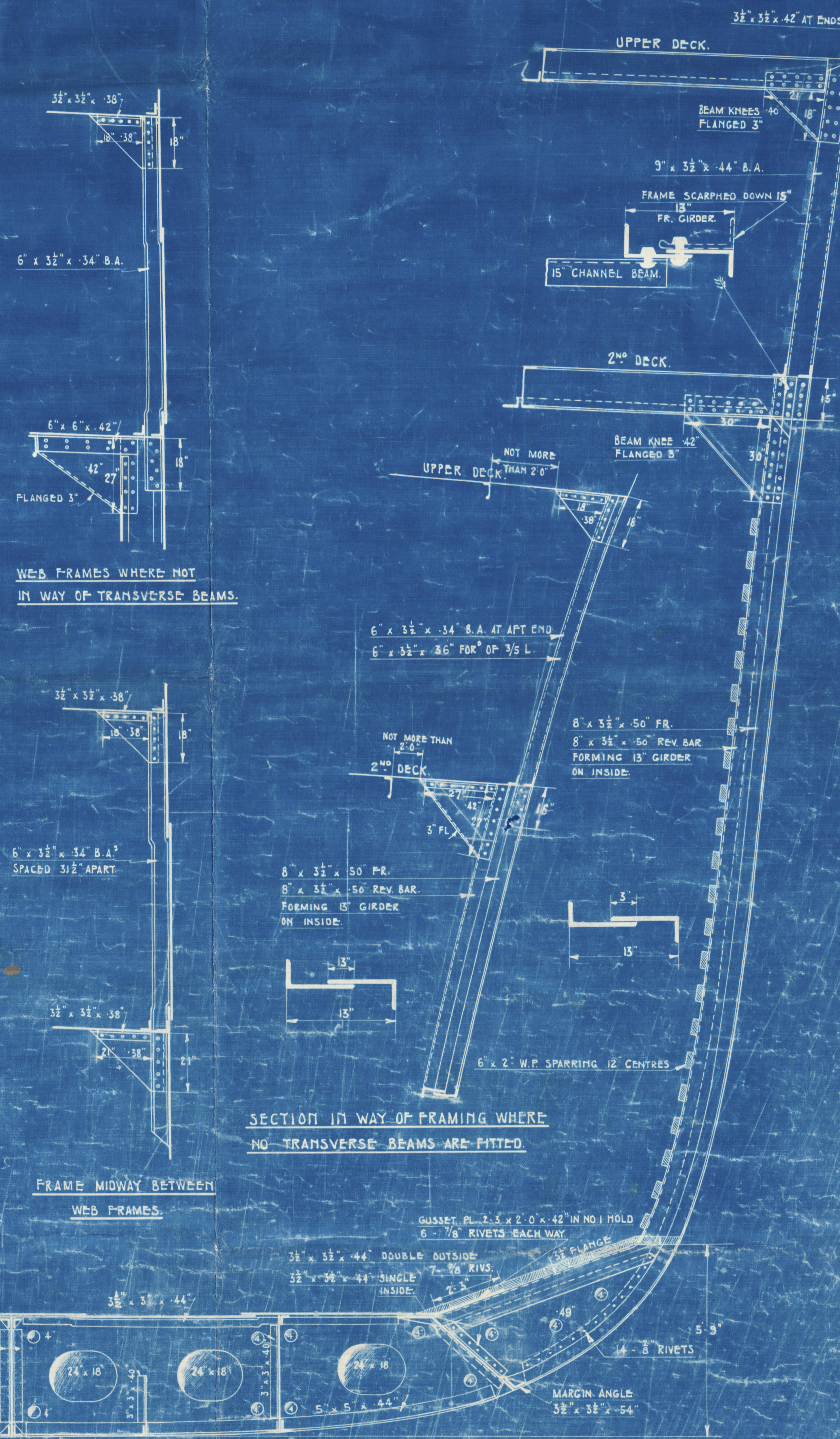
Tank Top " " " 6 - $\frac{3}{4}$ " "

SHELL PLATING
KEEL PLATE BUTTS OVERLAPPED AND 4 R. WHERE OVER .68" REMAINDER 3.R.
STRAKES " " " " BUTTS OVERLAPPED AND 3.R. ALL FORD & APT.
" " " " " " " " 4.R. WHERE OVER .60" REMAINDER 3.R.
SHELL LANDINGS DOUBLE RIVETED SPACED 4 DIA APART IN WAY OF LONGITUDINAL FRAMING.
DECK STINGER PLATES
UPPER DECK STINGER BUTTS OVERLAPPED & 3.R. WHERE OVER .42"
2.R. " " " " " " " " 2 R. FORD & APT.
ALL DECK LANDINGS SINGLE RIVETED FORD & APT.
DOUBLE BOTTOM TANK
TANK TOP CR. STRAKE LANDING 2 R. FORD & APT.
" " " " PLATING LANDINGS 2.R.
" " " " CR. STRAKE BUTTS OVERLAPPED & 3.R. WHERE OVER .48" REMAINDER 2.R.
" " " " PLATING BUTTS OVERLAPPED & 2.R. WHERE OVER .42" REMAINDER 1.R.
HARIN PLATE BUTTS OVERLAPPED & 2 RAIL FORD & APT.
CENTRE GIRDER PLATE BUTTS OVERLAPPED & 3.R. ALL FORD & APT.



3 BOWER ANCHORS 64-83 CWTs. EACH STOCKLESS.
1 STREAM ANCHOR 19 CWTs. EX. STOCK.
270 FATHOMS 2 1/2" STUD CHAIN CABLE.
90 " 1 5/16" STREAM CHAIN OR 5/8" STEEL WIRE.
120 " 1 1/2" HEMP OR 5/8" STEEL WIRE TOW LINE.
2 HAWSERS OF 90 FATHOMS EACH 8" HEMP OR 2 3/8" STEEL WIRE.
2 WARPS OF 90 FATHOMS EACH 7" HEMP OR 2 1/2" STEEL WIRE.

FORECASTLE	SIDE PLATING	42"
"	STRINGER PLATE	35" x 36"
"	" ANGLE	3 1/2" x 3 1/2" x 36"
"	DECK PLATING	34"



SECTION SHOWING TRANSVERSE FRAMING IN WAY OF BEAMS
AT ENDS BETWEEN PEAKS.

SECTION: MIDWAY
BETWEEN WEB FRAMES

W184-0186

N^o 692.
M. V. "King Malorla"
Midship Section
Vessel as built

GLASGOW REPORT No. 45270