

Midship Section No 154.

Scale 1/2" = 1 ft

Dimensions: 294' x 44'8" x 22'7" for scantlings

Numeral: 1st N° L.O. = 6.707

2nd L(3+D) = 19973

1/2" to upper Dk = 13.15

1/2" Bridge = 9.90

1/2" length covered = 19.58" = 29.66% 33.8%

B.D. Str 66" x 38
angle 3 1/2" x 3 1/2" x 38

Class 100 A1

Equipment numeral

2nd N° = 19973

Poof 18.64 x 6.92 x 75 = 96.9

Bridge 57.45 x 7.25 = 314.0

Keel 23.41 x 7.0 x 75 = 124.5

Houles 51 x 7.21 x 5 = 184

numeral = 20692.4 = letter X = 1 1/16" cable

Poof side pl. 34
File " " 36

Bridge side pl. 45
with frames @ 3 1/2" apt.
Butts 3 R

Sheerstrake 56" (min at Br ends) x 68 Butts 4 R
" 48" x 56 in way of Bridge
" increased to 54 at Bridge ends
end thickness same as shell plating

5 1/4 D.R. 7/8

10"

16 TH

5 1/4 D.R.

G 7 1/4

E F & G Strakes 56-47 @ 3 1/2" sp
52-43 " 24" " 5 1/4 D.R.
40 @ 24" "

Butts 3 R & 2 R where rule thickness does not exceed .42

F 7 3/4

7/8 dia rivets through frames,
6 side shell 5 1/4 average
spacing to suit multiple
5 1/2 diam in Wing and
Peak tanks.

E 6 1/4

As above

D 4 1/2

Stake Gusset Plates

2 RISE

Rad. Bldg 2' 9"

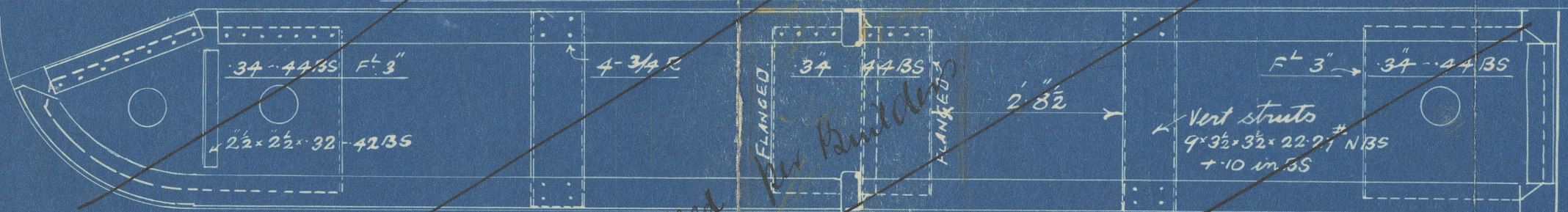
For margin connection at
Painting frames see Profile.

Work closed to
surveyors satisfaction

Frame cut for 3/5 L

A B C & D Strakes of Shell 56-47 @ 3 1/2" sp 52-43 @ 24" sp 41 @ 24" sp
Twisting in butts 3 R, & 2 R where rule thickness does not exceed .42
Thickness of A B & C Strakes maintained fwd to 3/5 L @ 56 & fwd 3/5 L on flat at 52"
Butts in bottom frames to shell 7/8 dia 6 1/4" apt, 4 5/8" apart fwd 3/5 L

Reversal bars 5 1/2" x 38 OA 48 BS



frame bar 5 1/2" x 38 OA 48 BS

Skeleton Floors

Frames fitted as in black
in Logan letter Dec 24th 1928
24/7/29 EE

Logan letter 11/1/29 EE

Hold frames 10-3 1/2" x 40 BA (1924) spaced 3 1/2" apt.
BS tankers " 10-3 1/2" x 46 " 46"
Frame fwd 7/5 " 9-3 1/2" x 47 " 47"
Peak frames 6 1/2" x 30 BA spaced 24"

Deck 31 bar 20

Continuous gusset plate
forward see Glasgow letter
4/7/29 EE

at 3 1/2" ap. gussets on all. for with 6 1/4" rivs apt 1/4"
" " " " " " " 5 1/4" 7/8 fwd 1/4"
" 2 1/4" " " " " " " 1 1/4" 7/8 " "
Tank Bracket Plates 43, 53 BS, flanged 3"
lugs to Tank side 3-3-34 44 BS 6-7/8 R each way
Gusset Plates 34, 44 BS with 6-7/8 Rivs
fitted every 3rd ft aft of 1/2 L fwd & every 2nd ft 1/2 L

Tank margin lugs inside 5-3-34 44 BS 7-3/4 R

19' 6" TO C.L.
main frame 1099ed 24/7/29 EE

Continuous BA girder 6-3-34 48 BS
Rev. for not cut in E.R. 2 1/2"
in under 1/2 L

Tank top centre 34-47 6 3/8 BS 50 Butts 2 R 50 under hatches
" " Plating 39-47 34 3/4 apt. 36 fwd 44 ES 50 BS Butts 2 R 6 1/8
Rivets in Reversal & TT 3/4 dia apt 5 1/4 average 3" in Butts 3 1/2" in seams
Tank top Plating 50 under hatches
Tank margin Plate 66 1/2-40 35 50 Butts 2 Rows Rivs
" " angle 3 1/2" x 3 1/2" 42

Solid floors every 3rd frame 34 wing frame in EG 5-7-3/5 L & under Br Beams 44
Tank end floors 42 Stiffs 3 1/2" x 3 1/4"
Tank frames 5 1/2" x 3 1/2" x 34 & 5-5-34 fwd 3/5 L 2 Rows Rivets in each flange
Reversal 5 1/2" x 3 1/2" x 34 Double 3 1/2" x 3 1/2" in E.R. & Thrust 5-5-44 angle at Br Bro double riveted in each flange
Stiffs on floors 2 1/2" x 2 1/2" x 32 - 42 BS
All angles in BS except those attached to outside plating increased 1/2"
Thrust thru frame & Riv to floor 3/4 dia spaced 5 1/4" apt, Rivs thru frames fwd 1/2 L 4 5/8" apt
Intercoastal side girder fitted in ES Thrust & fwd 3/5 L Plates 34 44" adjacent to B. Beam
Int angles 2 1/2" x 2 1/2" 32 Bottom lugs 3 1/2" x 3 1/4" Lops 3-3-34 double under ES & Thrust

Centre under 36 1/2-46-38-56 in BS Butts 3 R all F.R.
10h bars 3-3-42-40-52 BS Bottom bars 3 1/2" x 3 1/2" 48-46
Vertical lugs 5-3-34 44 BS 5-5-34 ES-TH 5-5-44 at Baller Beams double riveted in each flange
add additional mild under lugs & each flange

Single riveting clear
of Thrust, E.S. & Br Bro

Keel 48-61-57
Butts 3 R all F.R.

10.12.28

Burntisland SBC^o
N^o 154

Midship section

Sarastone

Lth. 17632



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Lloyd's Register
Foundation

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