

SCALE $\frac{1}{16}" = 1 \text{ FOOT.}$

CURCHIN & WATSON,
BEVIS MARKS HOUSE,
BEVIS MARKS,
LONDON. E.C.3.

ARRANGEMENTS IN WAY OF
AFTER END TO BE SUBMITTED.

ARRANGEMENTS IN WAY OF
FORE END TO BE SUBMITTED.

8 CONTINUITY OF STRENGTH TO BE
MAINTAINED AT JUNCTION OF
TRANSVERSE & LONGITUDINAL FRAMING.

DOUBLING PLATES (6" LONG) FITTED
TO TWO STRAKES OF BOTTOM SHELL
ON EACH SIDE OF THE CENTRE LINE
WHERE MARKED "D" ABOVE.

INTERCOSTALS TO BE FITTED ON BOTTOM
IN CENTRE TANKS WHERE SHOWN
BETWEEN THE LONGITUDINALS IN LIEU OF
TAPERING THE SPACING OF THE LONGITUDINALS.

THREE STRAKES OF BOTTOM SHELL
NEXT THE KEEL TO BE CARRIED
FORWARD TO THE COLLISION
BULKHEAD . 65

BACK BARS 3 1/2" x 3 1/2" x .44 TO BE FITTED
TO BOTTOM LONGITUDINALS IN FORWARD TANK.

(STOPPED AT
TRANSVERSE FLOORS)

Diagram of a column section showing reinforcement details. The column is labeled $6 \times 6 \times .44$. The reinforcement is labeled $6 \times 3 \times .40$. The spacing is labeled INTERCOSTAL .40.

ARRANGEMENTS AT BREAK
TO BE SUBMITTED.

SHEERSTRAKE AT
POOP FRONT 1.16

SHEERSTRAKE AT BRIDGE ENDS
1.16

CORNERS OF HATCHWAYS
TO BE WELL ROUNDED.

Workman Clark 518/19

Profile + deck plans

518. M/S "CONUS"



519. M/S "CORBIS"

Bel. 10739.



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