

Nº 595 MIDSHIP SECTION.

CLASS 100 A. 1. WITH FREEBOARD CORRESPONDING TO A DRAFT NOT EXCEEDING THAT CONTEMPLATED BY THE RULES FOR A COMPLETE SUPERSTRUCTURE SHIP HAVING A TONNAGE OPENING.

LENGTH B.P. 412'-0" BREADTH MLD. 55'-0" DEPTH MLD. 37'-6" TO UPPER D.K. 28'-6" TO 2ND D.K.

SCALE $\frac{1}{2}'' = 1' F.T.$

NUMERALS.

$$L = 412 \quad D = 28.5 + 8 = 36.5$$

$$L \times (D + 8) = 412 \times 36.5 = 15034$$

$$L(B + D + 8) = 412(91.5) = 37674$$

$$d = 28.5 - 3.58 = 24.92$$

$$\frac{L}{d} = \frac{412}{24.92} = 10.99$$

EQUIPMENT No.

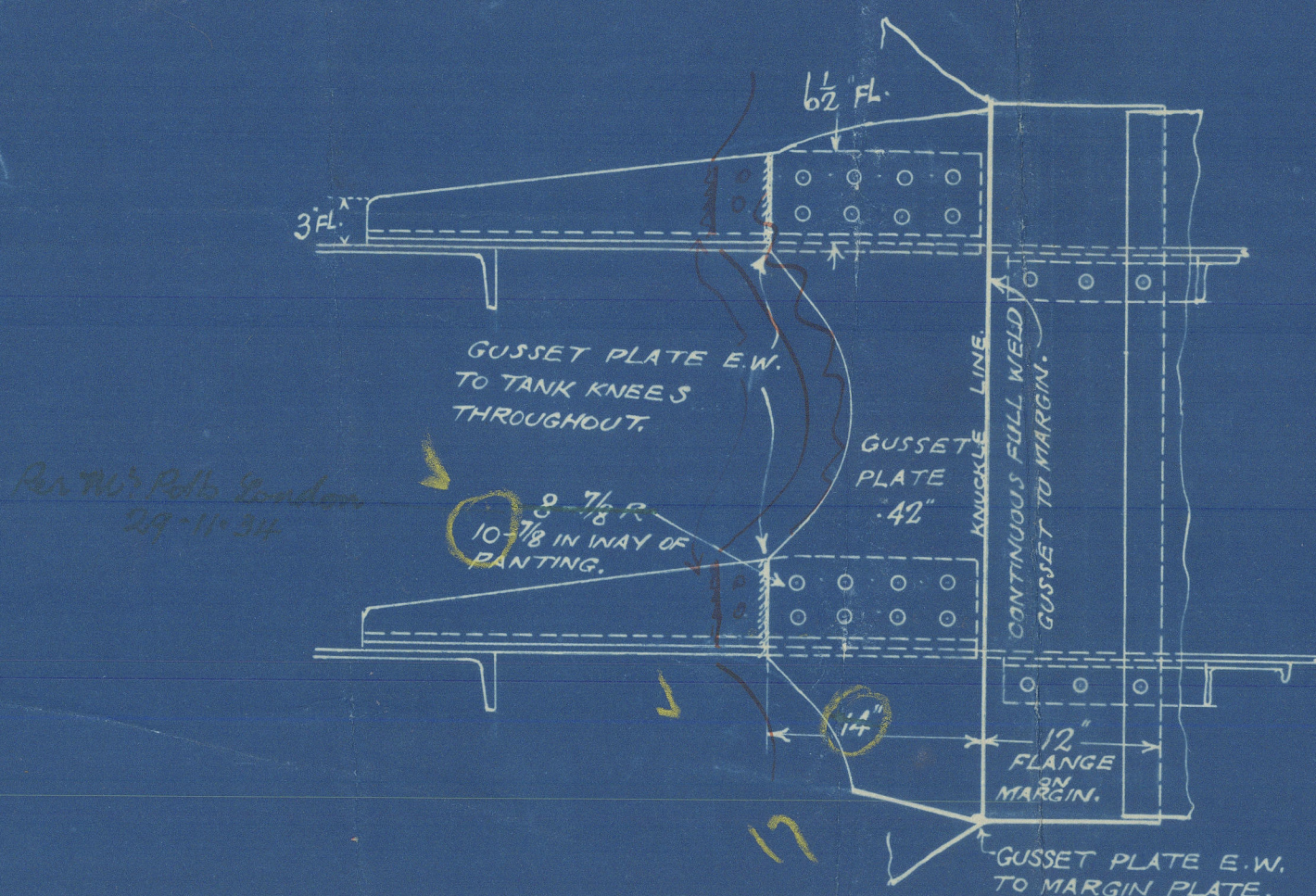
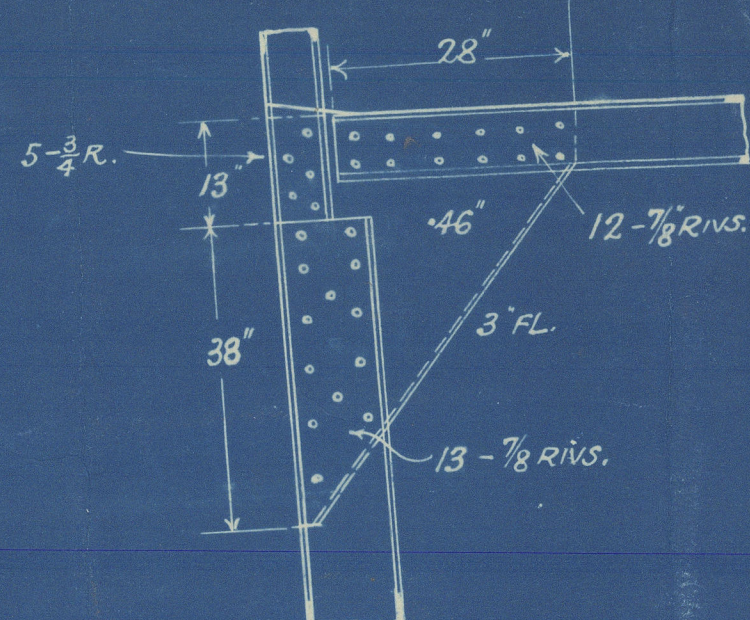
$L \times (B + D) =$	38106
FORECASTLE $30 \times 4.5 \times \frac{3}{4}$	170
CASING $40 \times 4.5 \times \frac{1}{2}$	262
DECKHOUSE $22 \times 8 \times \frac{1}{2}$	88
	38626.

EQUIPMENT.

2 BOWER ANCHORS 68 CWT. EACH STOCKLESS.
1 " " 58 $\frac{1}{2}$ " " " "
1 STREAM " 19 " EX. STOCK.
270 FMS. 2 $\frac{3}{16}$ STUD CHAIN CABLE.
90 " 5" STEEL WIRE STREAM.
120 " 4 $\frac{3}{4}$ " " TOWLINE.
2 @ 90 FMS. EACH 2 $\frac{3}{4}$ STEEL WIRE HAWISERS.
2 @ 90 " " 2 $\frac{1}{2}$ " " WARPS.

RIVETING TO RULE.

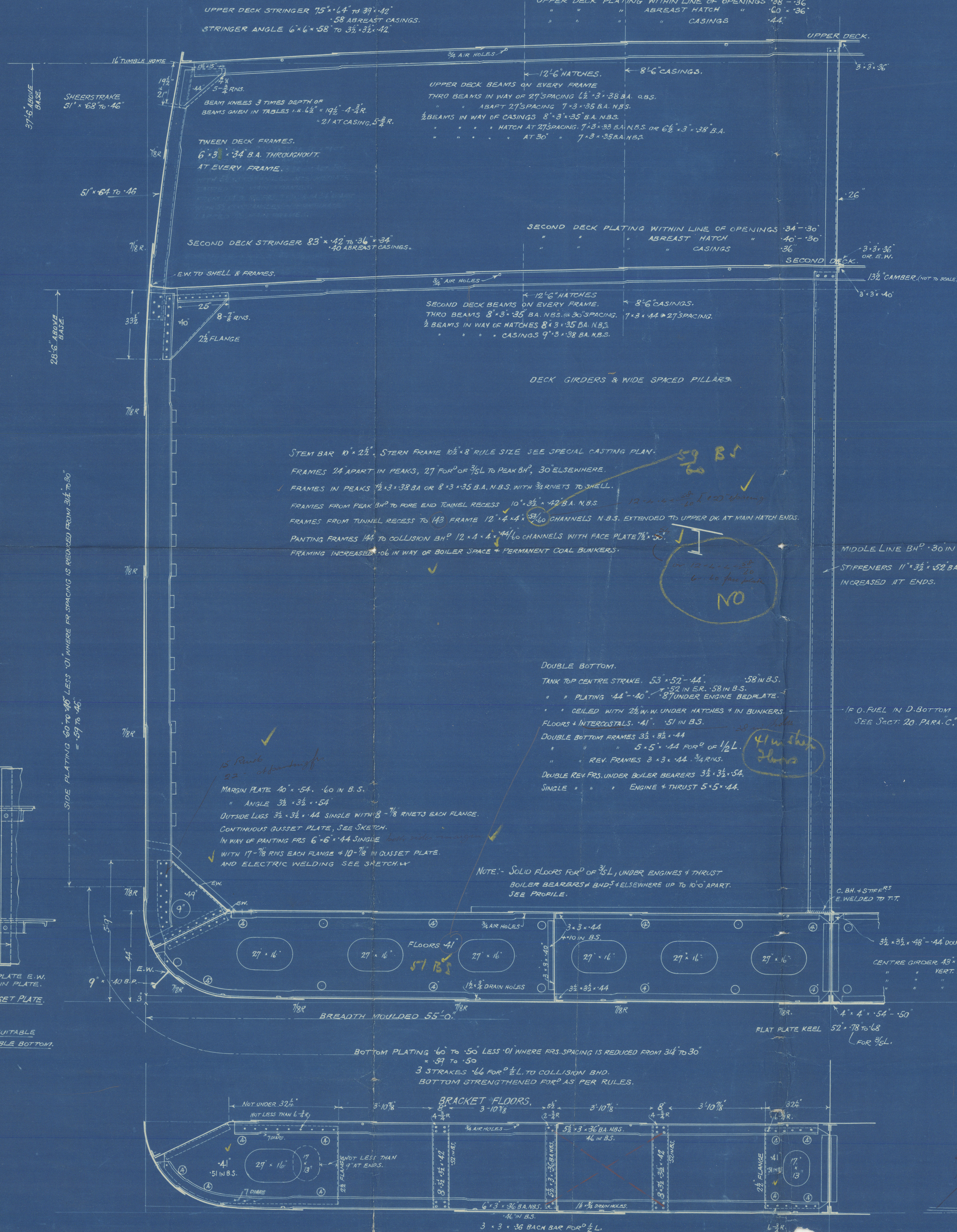
DEEP BEAM KNEES AT UPPER D.K.
IN WAY OF PANTING FRAMES.



PART EXPANSION SHOWING RIVETING THRU GUSSET PLATE.
SCALE 1" = 1' F.T.

TANK SIDE GUSSET ATTACHMENTS TO BE SUITABLE FOR THE CARRIAGE OF OIL FUEL IN THE DOUBLE BOTTOM.

FORECASTLE SIDE PLATING 42"
" STRINGER PLATE 35" x 36"
" ANGLE 3" x 3" x 36"
" DECK PLATING 34" UNHEATED.



STEM BAR 10' x 2 $\frac{1}{2}$ ". STERN FRAME 10 $\frac{1}{2}$ x 8" RIV. SIZE SEE SPECIAL CASTING PLAN.
FRAMES 24" APART IN PEAKS, 27" FOR $\frac{1}{2}$ OF $\frac{3}{16}$ L. TO PEAK BH, 30" ELSEWHERE.
FRAMES IN PEAKS 12' x 3' x 38 BA. OR 8' x 3' x 35 BA. N.B.S. WITH 3" RIVETS TO SHELL.
FRAMES FROM PEAK BH TO FORE END TUNNEL RECESS 10' x 3 $\frac{1}{2}$ x 42 BA. N.B.S. 12' x 4' x 4" CHANNELS N.B.S. EXTENDED TO UPPER D.K. AT MAIN HATCH ENDS.
FRAMES FROM TUNNEL RECESS TO 143 FRAME 12' x 4' x 4" CHANNELS N.B.S. EXTENDED TO UPPER D.K. AT MAIN HATCH ENDS.
PANTING FRAMES 14" TO COLLISION BH 12' x 4' x 4" CHANNELS WITH FACE PLATE 1 $\frac{1}{2}$ x 30".
FRAMING INCREASED 106" IN WAY OF BOILER SPACE & PERMANENT COAL BUNKERS.

DOUBLE BOTTOM.

TANK TOP CENTRE STRAKE 53' x 57' x 44" 58" IN B.S.
" PLATING 44" x 40" 57" UNDER ENGINE BED PLATE.
" CEILED WITH 2 $\frac{1}{2}$ IN. UNDER HATCHES & IN BUNKERS.
FLOORS INTERCOSTALS 41" 51" IN B.S.
DOUBLE BOTTOM FRAMES 3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 44
" 5' x 5' x 44 FOR $\frac{1}{2}$ OF $\frac{1}{2}$ L.
" REV. FRAMES 3' x 3' x 44 3/4 RIVS.
DOUBLE REV. FR. UNDER BOILER BEARERS 3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 54.
SINGLE " " ENGINE & THRUST 5' x 5' x 44.

NOTE: SOLID FLOORS FOR $\frac{1}{2}$ OF $\frac{3}{16}$ L. UNDER ENGINES & THRUST
BOILER BEARERS BH & 5' ELSEWHERE UP TO 10'-0" APART.
SEE PROFILE.

MIDDLE LINE BH 30" IN HOLDS.
STIFFENERS 11' x 3 $\frac{1}{2}$ x 52 BA. N.B.S.
INCREASED AT ENDS.

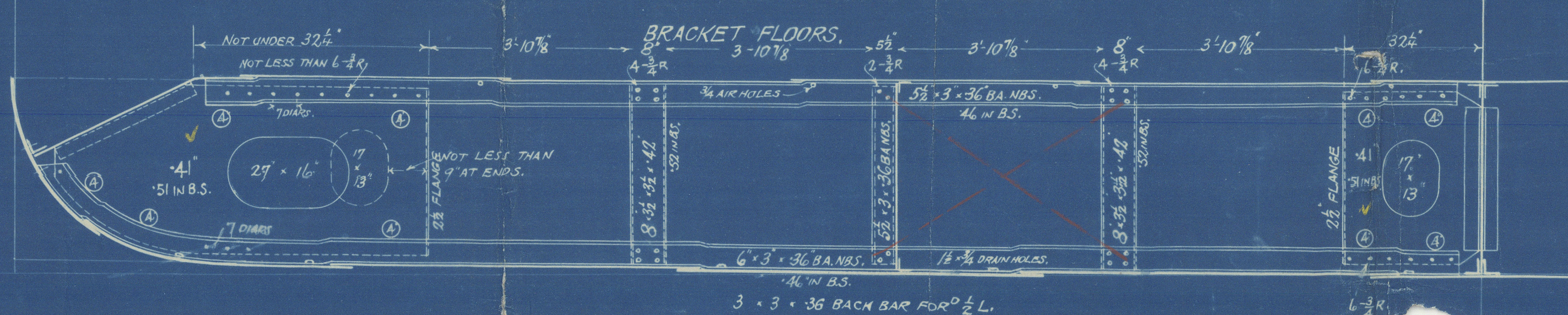
1/2 O. FUEL IN D. BOTTOM
SEE SECT. 20. PARA. C.

C. BH. & STIFFERS
E. WELDED TO T.T.

3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 48' - 44" DOUBLE.
CENTRE GIRDER 43' x 54' x 46" IN B.S. 62".
" VERT. ANGLES 3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 44' - 54" IN B.S.
" 3' x 5' x 54" UNDER BOILER BEARERS.
" 5' x 5' x 44" ENGINES & THRUST.

4' x 4' x 54' - 50"
FLAT PLATE KEEL 52' x 78' x 68"
FOR $\frac{3}{16}$ L.

BOTTOM PLATING 40' to 50' LESS 10' WHERE FR. SPACING IS REDUCED FROM 34" TO 30"
= 59' to 50'
3 STRAKES 46' FOR $\frac{1}{2}$ OF $\frac{3}{16}$ L. TO COLLISION BH.
BOTTOM STRENGTHENED FOR AS PER RULES.

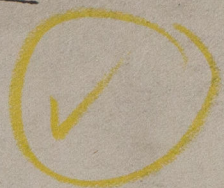


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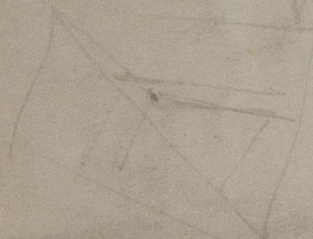
Midship Section

Hawthorn Leslie

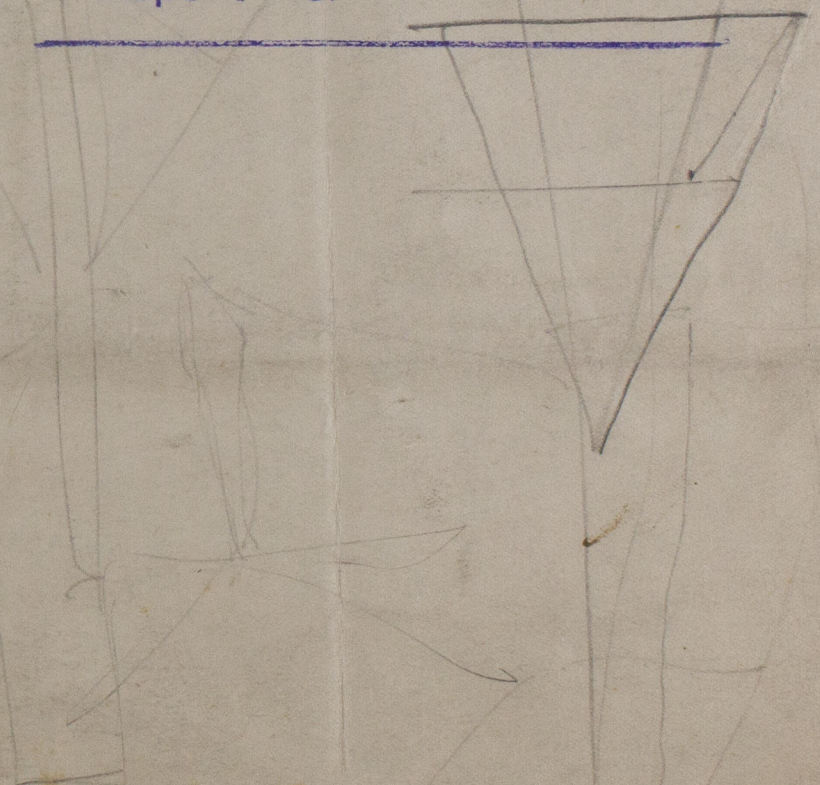
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3 alterations when
arranged between builders
& others by phone



SS "DUMFRIES"
NEWCASTLE ON TYNE.
Report No. 92792.



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of Shipping

1 beam support
top of keel

chain plate
middle of beam

lock nut
bottom of beam

lock
top of beam

lock
bottom of beam

lock
top of beam

lock
bottom of beam

lock
top of beam

lock
bottom of beam

lock
top of beam