

7.6.18
28.1.19
7.3.19
19.3.19
3.6.19

ALEX. STEPHEN & SONS LTD
SHIPBUILDERS & ENGINEERS
GLASGOW

PLAN No 3
10

DATE

25 May 1915

Stephens 494
Midship Section

T.S.S. No 474.
MIDSHIP SECTION

SCALE 1/2" = ONE FOOT.

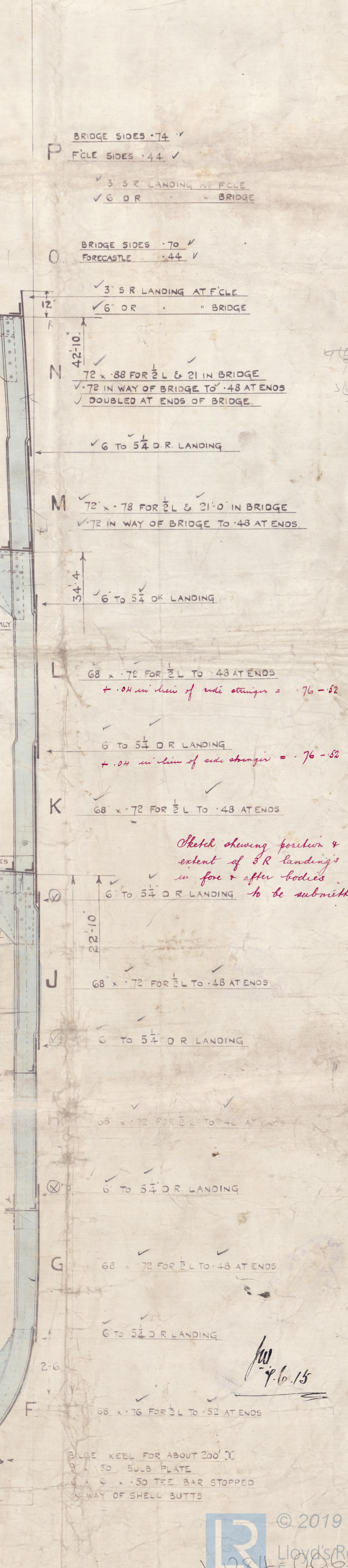
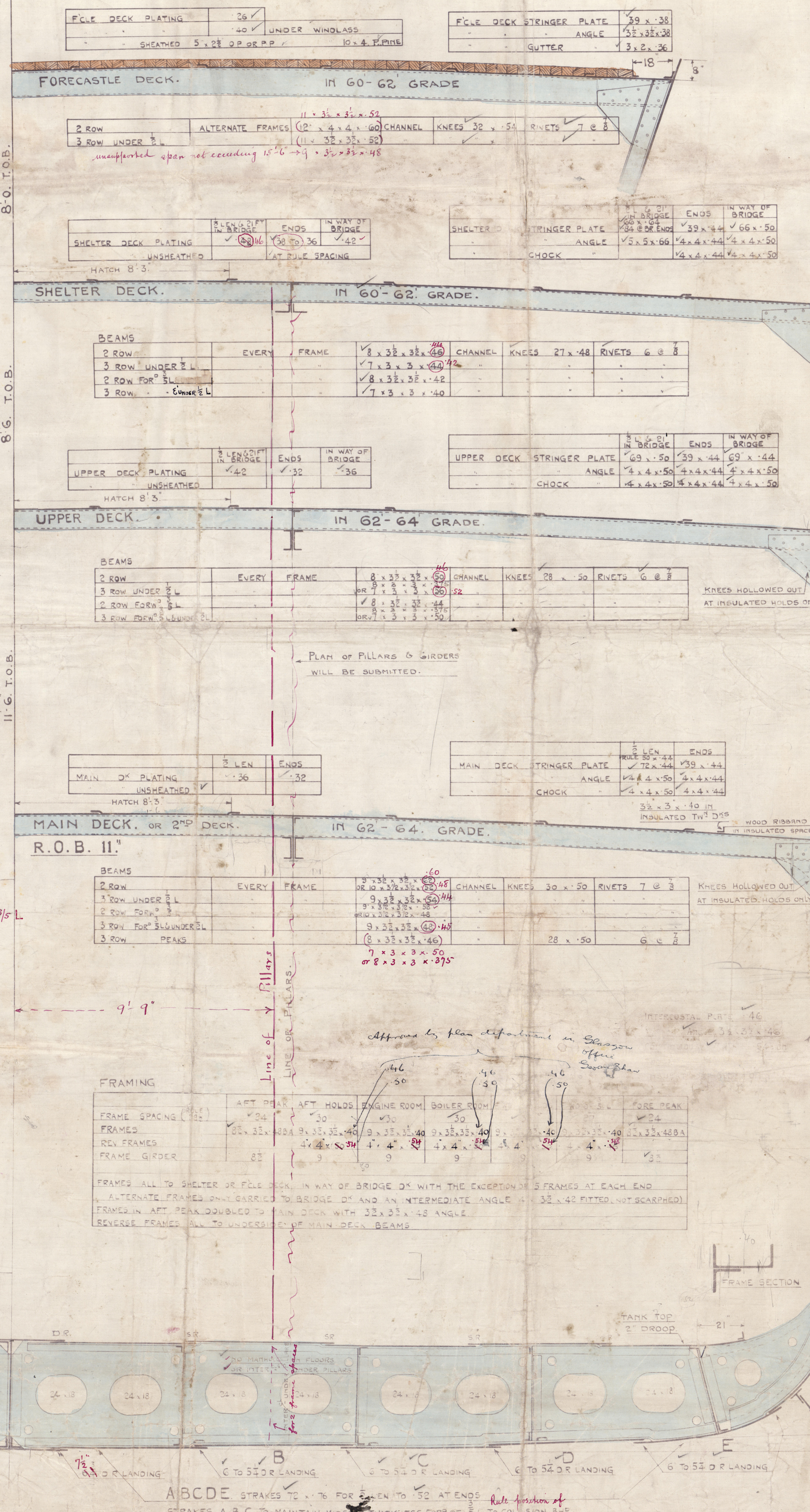
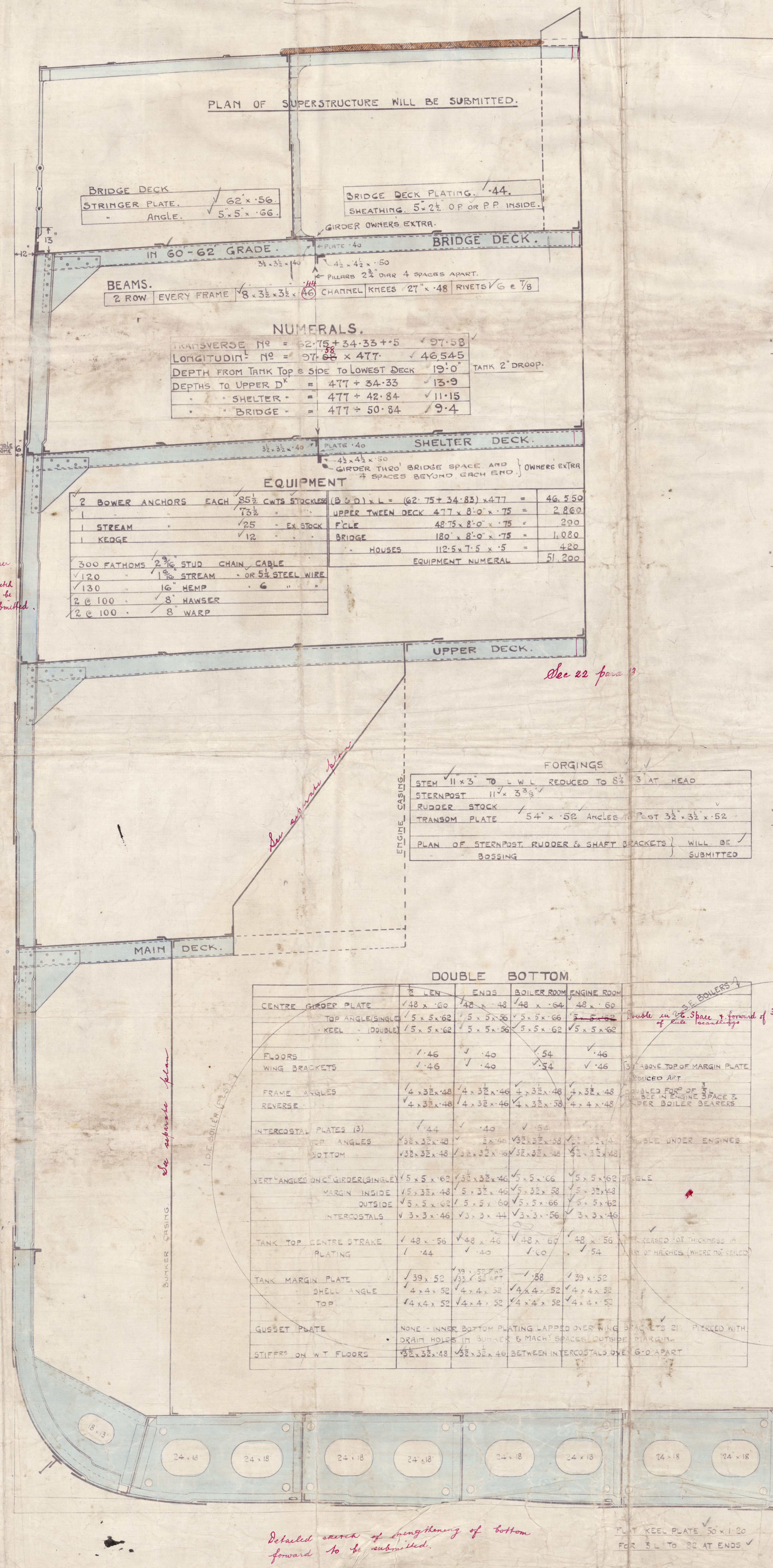
DIMENSIONS 477'-0" B.P. x 62'-9" x 34'-4" M^{LD} TO UPPER DECK.

TO CLASS 100.A1. AT LLOYDS.

RIVETING.		END LAPS		EDGE LANDINGS	
		INSIDE	ENDS	INSIDE	ENDS
KEEL PLATE	—	QUINTUPLE	—	DOUBLE	DOUBLE
CENTRE GIRDER	—	TREBLE	TREBLE	—	—
TANK TOP CENTRE STRAKE	—	TREBLE	TREBLE	—	—
PLATING (INCLUDING C&B)	—	DOUBLE	SINGLE	—	—
MARGIN PLATE	—	TREBLE	TREBLE	—	—
SHELL STRAKES A TO F	—	QUAD	QUAD	—	—
G TO L	—	QUAD	QUAD	—	—
M	—	QUAD	QUAD	—	—
N SHELTER SHEER	—	QUAD	QUAD	—	—
P BRIDGE SHEER	—	QUAD	QUAD	—	—
BOSS PLATING	—	—	—	—	—
FILE DECK STRINGER PLATE	—	—	—	—	—
BRIDGE	—	—	—	—	—
SHELTER	—	—	—	—	—
UPPER	—	—	—	—	—
MAIN	—	—	—	—	—
BRIDGE	—	—	—	—	—
SHELTER	—	—	—	—	—
UPPER	—	—	—	—	—
MAIN	—	—	—	—	—
SHELL STRAKES EXCEEDING RULE WIDTH TO HAVE INCREASED RIVETING.					
NUMBER OF RIVETS IN EACH ROW OF SHELL LANDINGS 7 @ 1" between frames.					
RIVETS CONNECTING FRAMES TO FLOORS IN AFT PEAK 5" DIAM ⁴ APART.					
SHELL IN F&A 58"					
FROM BULGE TO MAIN D ⁵ 58" OR APART (ABOVE NO D ⁵ G D ⁵)					
BOTTOM 6" DIAM ⁵ TO 58" DIAM ⁵ FOR 3L					
BEAMS DECK PLATING 7					

BULKHEADS (PLAN WILL BE SUBMITTED)

	APPROX. BEAM	NO 27	NO 28	NO 29	NO 30	NO 31	NO 32	NO 33	NO 34	NO 35	COLLISION
HT T TOP TO UPPER DECK	84'0"	33'0"	32'6"	31'6"	31'0"	30'0"	29'3"	28'6"	27'6"	26'6"	25'0"
HT FROM LOWEST TO T TOP	9'3"	9'3"	21'3"	10'9"	19'3"	11'0"	20'0"	22'0"	12'0"		
PLATING IN HOLDS	40	40	40	38	38	38	40	40	40	40	40
SPACING OF STIFFENERS	24	24	30	30	30	30	30	30	30	30	30
SINGLE FRAME ANGLE	5" x 5" x 3/16"	5" x 5" x 3/16"	5" x 5" x 3/16"	5" x 5" x 3/16"	5" x 5" x 3/16"	5" x 5" x 3/16"	5" x 5" x 3/16"	5" x 5" x 3/16"	5" x 5" x 3/16"	5" x 5" x 3/16"	5" x 5" x 3/16"
ANGLE TANK TOP	5" x 4" x 3/16"	5" x 4" x 3/16"	5" x 4" x 3/16"	5" x 4" x 3/16"	5" x 4" x 3/16"	5" x 4" x 3/16"	5" x 4" x 3/16"	5" x 4" x 3/16"	5" x 4" x 3/16"	5" x 4" x 3/16"	5" x 4" x 3/16"
BELOW ANGLE	4" x 4" x 3/16"	4" x 4" x 3/16"	4" x 4" x 3/16"	4" x 4" x 3/16"	4" x 4" x 3/16"	4" x 4" x 3/16"	4" x 4" x 3/16"	4" x 4" x 3/16"	4" x 4" x 3/16"	4" x 4" x 3/16"	4" x 4" x 3/16"
ABOVE	4" x 4" x 3/16"	4" x 4" x 3/16"	4" x 4" x 3/16"	4" x 4" x 3/16"	4" x 4" x 3/16"	4" x 4" x 3/16"	4" x 4" x 3/16"	4" x 4" x 3/16"	4" x 4" x 3/16"	4" x 4" x 3/16"	4" x 4" x 3/16"
BRACKET TOP AND BOTTOM ALL 5/16" BELOW MAIN DECK											



Revised sketch of lengthening of bottom forward to be submitted.

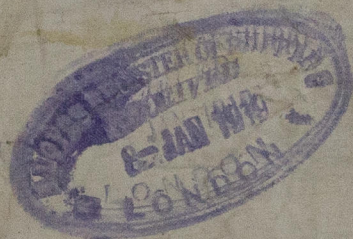
Midship Section

Messrs A. Stephen & Son Ltd

C. S. 3. No 474.

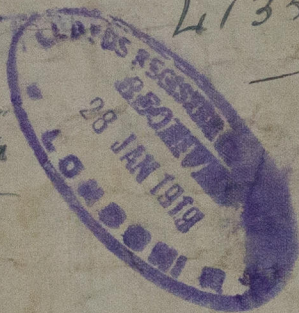


Malakana
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GLASGOW REPORT

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