



AMENDED
MIDSHIP SECTION
MOTOR ^{OF} VESSEL

115-0x23-0x9-6
SCALE 1" = 1'

NUMERALS

$$B + D = 32.5$$

$$L \times D = 1092.5$$

$$L \times (B+D) = 3737.5$$

$$\frac{L}{D} = 12.1$$

$$d = 8.5$$

FELLOWS & CO. LTD
SOUTHTOWN DRY DOCKS
G^T YARMOUTH

JAN 1927

STEM BAR $6\frac{1}{2} \times 1\frac{1}{2}$
STERN FRAME $5\frac{1}{2} \times 2\frac{3}{4}$
RUDDER POST $5\frac{1}{4} \times 2\frac{3}{4}$
FRAMES. IN HOLD BULB ANGLE $4\frac{1}{2} \times 3 \times 38$
" IN PEAKS & MACHINERY SPACE. ANGLES $5 \times 3 \times 38$
" SPACED 23" FROM AFT TO FORE PEAK BULKHEAD
" " 21" IN FORE PEAK TANK
REVERSE FRAMES ON FLOORS $3 \times 2\frac{1}{2} \times 36$
" " " ENGINE FLOORS $3 \times 3 \times 38$ double
BEAMS $5 \times 3 \times 38$ ANGLES ON EVERY FRAME
" $6 \times 3 \times 40$ " AT HATCH ENDS
" ON FRAMES 29 36 43 CHANNEL $6 \times 3 \times 3 \times 38$ WITH REVERSE BAR $4 \times 3 \times 38$
DECK PLATING 38
BULKHEADS. FOREPEAK 38 & 30 STIFFENERS $5 \times 3 \times 38$ B.A. SPACED 24" APART brace
" ENGINE ROOM & A.P. 38 & 28 " " " " SPACED 30 " " "
EXCEPT IN WAY OF O.F. BUNKER WHERE THEY WILL BE SPACED 24" APART
RIVETING. SHELL PLATING ALL $\frac{3}{4}$. SEAMS OF KEEL & SHEER STRAKE DOUBLE RIVETED.
REMAINDER SINGLE RIVETED. EXCEPT IN O.F. BUNKER & TWO SEAMS FORWARD
OF $\frac{3}{4}$ LENGTH WHICH ARE DOUBLE RIVETED
BUTTS OF KEEL STRAPPED & TREBLE RIVETED FOR $\frac{1}{2}$ LENGTH REMAINDER DOUBLE RIVETED
BUTTS OF BILGE STRAKE STRAPPED & DOUBLE RIVETED O.F. Bldg to be double
REMAINDER OF SHELL BUTTS LAPPED & DOUBLE RIVETED
DECK & BULKHEADS $\frac{5}{8}$ RIVETS. SINGLE RIVETED SEAMS & DOUBLE RIVETED LAP BUT
EQUIPMENT. TWO STOCKLESS ANCHORS $6\frac{1}{4}$ cwt EACH
ONE STREAM " $1\frac{5}{8}$
185 FMS $\frac{13}{16}$ ROUND LINK CHAIN
45 FMS $\frac{9}{16}$ STREAM CHAIN
75 FMS 6 TOW LINE
90 FMS 4 HAWSER

SINGLE RIVETED.
DOUBLE AT O.F. BUNKER
& FORWARD OF $\frac{3}{4}$ L

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Hellbros Ho

Logd-N82819-320

Midship Section



M.V. "ABILITY"

M.V. "

London Report No. 92281

Midship



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