

# MIDSHIP SECTION N<sup>o</sup> 283<sup>1</sup>/<sub>2</sub>.

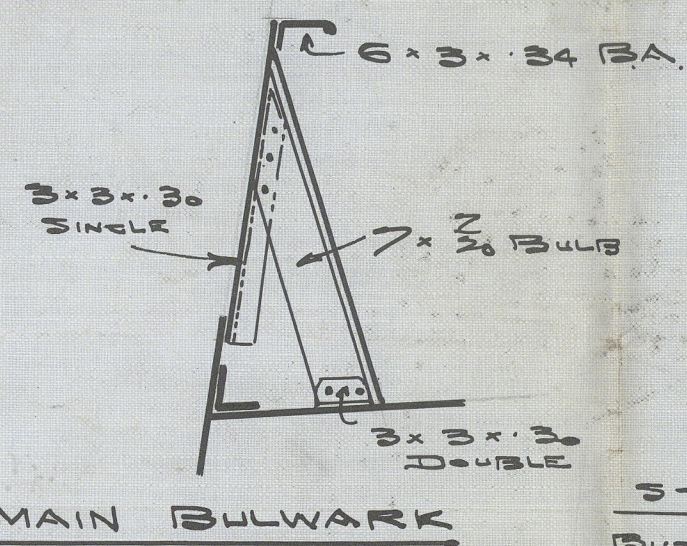
*Pacific*

PRINCIPAL DIMENSIONS  
LENGTH B.P. 370'-0" BREADTH M<sup>d</sup> 53'-3" DEPTH M<sup>d</sup> 27'-0"

SCALE  $\frac{1}{2}$ " = 1 FOOT

CLASS 100.A.1. LLOYDS

31.10.13  
21.11.13  
27.11.13  
10.12.13  
20.12.13



STRINGER 52x54 T<sup>o</sup> 42 BUTTS LAPPED & TREBLE RIV<sup>d</sup>  
STEEL DECK 36x32 BUTTS LAPPED & DOUBLE RIVETED

## POOP DECK

BEAMS 10x3 $\frac{1}{2}$ x56 BA. ALT. FRAMES KNEES 23x44  
STRINGER PLATE 34x34 BUTTS LAPPED & DOUBLE RIV<sup>d</sup>  
STRINGER ANGLE 3 $\frac{1}{2}$ x3 $\frac{1}{2}$ x34 O.A.  
WATERWAY BAR 2 $\frac{1}{2}$ x2 $\frac{1}{2}$ x40 O.A.  
DECK 5x5 P.P. TIE PLATES 9x34  
SIDE PLATING 38 BUTTS LAPPED & DOUBLE RIV<sup>d</sup>  
PILLARS 2 $\frac{1}{2}$ " DIA.

## FORE DECK

BEAMS 10 $\frac{1}{2}$ x3 $\frac{1}{2}$ x56 BA. ALT. FRAMES KNEES 26x54  
STRINGER PLATE 34x34 BUTTS LAPPED & DOUBLE RIV<sup>d</sup>  
STRINGER ANGLE 3 $\frac{1}{2}$ x3 $\frac{1}{2}$ x34  
DECK 12x12 STEEL BUTTS LAPPED & SINGLE RIV<sup>d</sup>  
SIDE PLATING 40 BUTTS LAPPED & DOUBLE RIV<sup>d</sup>  
PILLARS 2 $\frac{1}{2}$ " DIA.

24x66 to 44 BUTTS LAPPED & QUINUPLE RIV<sup>d</sup>

ALTERNATE BULB ANGLES CARRIED TO BRIDGE DECK INTERMEDIATE STIFFENERS 4 $\frac{1}{2}$ x3 $\frac{1}{2}$ x40 ANGLES.

SHEERSTAKE 46x96 FOR 2L 54 TO 44 AT ENDS 60 IN WAY OF BRIDGE BUTTS LAPPED & QUAD RIV<sup>d</sup> OUTSIDE OF BRIDGE TO TREBLE AT ENDS TREBLE IN WAY OF BRIDGE DOUBLED FOR 20'-0" AT ENDS OF BRIDGE 6'-54

66x74 FOR 2L TO 44 AT ENDS 60 IN WAY OF BRIDGE BUTTS LAPPED & QUAD RIV<sup>d</sup> FOR 2L TO TREBLE AT ENDS & IN WAY OF BRIDGE 4'-64 FOR SIDE STRINGER CLEAR OF BRIDGE 6'-54

72x60 to 44 INCREASED .04 IN LIEU OF SIDE STRINGERS = .64 TO 44 BUTTS LAPPED & TREBLE RIV<sup>d</sup> FORE & AFT

66x60 to 44 INCREASED .04 IN LIEU OF SIDE STRINGERS = .64 TO 44 BUTTS LAPPED & TREBLE RIV<sup>d</sup> FORE & AFT

68x60 to 44 INCREASED .04 IN LIEU OF SIDE STRINGERS = .64 TO 44 BUTTS LAPPED & TREBLE RIV<sup>d</sup> FORE & AFT

66x62 to 46 BUTTS LAPPED & QUAD RIV<sup>d</sup> TO TREBLE AT ENDS

FRAMES TO BE INCREASED .04 IN THICKNESS IN E&B SPACE IN LIEU OF FITTING WEB FRAME

SIDE STRINGERS AT ENDS OF SHIP ONLY FOR 40' AT ENDS ANGLE 6 $\frac{1}{2}$ x3 $\frac{1}{2}$ x58 PLATE .42 FLANGED TO SHELL IN SHORT LENGTHS WITH 3 $\frac{1}{2}$  PAYING SURFACE KEELSON LUGS 4 $\frac{1}{2}$ x3 $\frac{1}{2}$ x42 WITH 2-3 RIVETS EACH WAY

TANK MARGIN 35x46 FORE & AFT 56 IN B SPACE REDUCED TO 29 $\frac{1}{2}$ x46 ABAFT 3L BUTTS LAPPED & TREBLE RIV<sup>d</sup> FOR 2L TO DOUBLE AT ENDS

FRAMES 11x3 $\frac{1}{2}$ x70 BA. SPACED 25 $\frac{1}{2}$  APART

FRAMES AT ENDS 6x3 $\frac{1}{2}$ x36 OR 7x3 $\frac{1}{2}$ x42 BA. REV. " 3 $\frac{1}{2}$ x3x36 } SPACED 24 APART

FLOORS IN TANK 40 FOR 2L TO 36 AT ENDS 50 IN B SPACE STEM 10x2 $\frac{1}{2}$  PROPELLER POST 10x7 $\frac{1}{2}$  RUDDER POST 9x7 $\frac{1}{2}$  FLOORS AT ENDS 40 TRANSOME FLOOR 45x46 FOR BULKHEADS SEE PROFILE

MAIN DECK STRONG BEAMS 12x4x4x70 CHANNELS HATCH END BEAMS SEE PROFILE

NOTE:- BEAMS TO STOP AT TOE OF FRAMES IN POOP BRIDGE, & FORE DECK & BEAMS UNDER ERECTIONS

NOTE:- BEAM KNEES, FRAME KNEES, TANK SIDE LUGS FLOORS & CENTRE KEELSON ARE MACHINE RIVETED

TANK TOP PLATING .40 FOR 2L TO 34 AT ENDS .48 IN ENGINE SPACE .56 IN BOILER SPACE BUTTS LAPPED & DOUBLE RIV<sup>d</sup> FOR 2L TO SINGLE AT ENDS CEILING ON TANK TOP

DOUBLE REVERSES IN ENGINE SPACE TO 6 BEYOND INTERCOSTAL SINGLE " BOILER 5x5x56 REVERSES 3 $\frac{1}{2}$ x3 $\frac{1}{2}$ x40-38 .50 IN B SPACE

TANK TOP CENTRE (RULE 42x50-40) 60x48 to 38 (56 IN B SPACE)

BUTTS LAPPED & TREBLE RIV<sup>d</sup> FOR 2L TO DOUBLE AT ENDS 3 $\frac{1}{2}$ x3 $\frac{1}{2}$ x50 to 48 or 4 $\frac{1}{2}$ x4 $\frac{1}{2}$ x60 to 56 SINGLE CENTRE KEELSON 42x50 to 40 60 IN B SPACE BUTTS LAPPED & TREBLE RIV<sup>d</sup> 5x5x56 DOUBLE RIV<sup>d</sup> FOR 2L 11 RIVETS NO INCREASE IN B SPACE 3 $\frac{1}{2}$ x3 $\frac{1}{2}$ x38 AT ENDS 8-3 RIV<sup>d</sup> 4 $\frac{1}{2}$ x4 $\frac{1}{2}$ x60 to 56

PLATE KEEL 46x96 FOR 3L TO .68 AT ENDS BUTTS LAPPED & QUAD RIVETED TO TREBLE AT ENDS

NOTE:- THE RIVETS IN THE PLATING & FRAMES IN WAY OF FLAT OF BOTTOM BEFORE 3L TO BE SPACED NOT MORE THAN 5 $\frac{1}{2}$  DIA. RIVETS IN PLATING & FRAMES IN WAY OF PEAK TANKS TO BE SPACED NOT MORE THAN 5 $\frac{1}{2}$  DIA. APART

BOTTOM PLATING TO BE REDUCED .04 WHERE PLATING IS .54 TO .62 & .02 WHERE .52 IN THICKNESS

NOTE:- THREE STRAKES OF PLATING NEXT TO KEEL TO MAINTAIN .62 THICKNESS TO COLLISION BULK NOTE:- TANK FRAMES DOUBLED FROM MARGIN PLATE TO MARGIN PLATE BETWEEN 3L FOR & COLLISION BULK

PROPORTIONS  
DEPTHS TO LENGTH 13.745 10.8 BROAD. DK.  
BREADTHS " 6.9

NUMERALS  
(B+D) 53.25 + 27.0 = 80.25  
(1ST D) XL 30.25 x 370 = 23692

ERECTIONS	
POOP 35.75 x 7 x 75	187.68
BRIDGE 231.65 x 7 x 75	1216.16
FORE 32.75 x 7 x 75	171.93
HOUSES 76.5 x 7.5 x 5	286.87
	1862.64
	29692
	31554.64

## EQUIPMENT N<sup>o</sup> 31554 LETTER X

POWER	56 $\frac{1}{2}$ CWT. STOCKLESS
POWER	56 $\frac{1}{2}$ " " "
POWER	47 $\frac{1}{2}$ " " "
STEAM	15 " EX-STOCK
KEDGE	62 " " "
270 FATHOMS	2 $\frac{1}{2}$ " STUD CHAIN CABLE
90 "	1 $\frac{1}{2}$ " STREAM CHAIN OR 4 $\frac{1}{2}$ " STEEL WIRE
120 "	1 $\frac{1}{2}$ " HEMP OR 4 $\frac{1}{2}$ " STEEL WIRE
90 "	(2 OF 7) WARPS OR 2 $\frac{1}{2}$ " STEEL WIRE
90 "	(2 OF 7) " " 2 $\frac{1}{2}$ " " "

31.10.13



Sund. S. B. Co. Ltd  
Midship Section  
283.

Aspasia  
<sup>ex</sup>  
1/8 "Pacific"

UNDERLAND RPT. NO. 262357

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