

EQUIPMENT

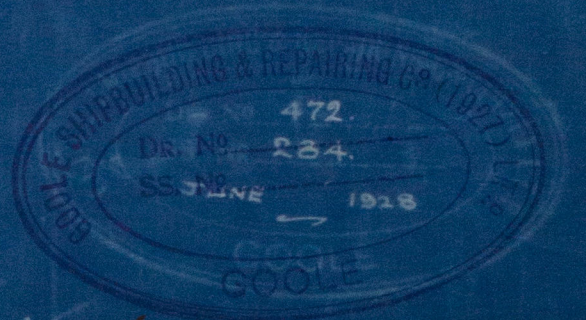
2 (3+J) 185 (3125+1800)	= 8371
2 60.5 x 7.00 x 75	= 317
2 14.0 x 7.00 x 75	= 34
FORECASTLE 21 x 7.00 x 75	= 110
2 3. CASING 44 x 7 x 50	= 132
2 16.0 x 7.00 x 75	= 92
	9166

- 2 BULKHEAD ANCHORS 19 CHTS EACH, STOCKLESS
- 1 16 1/2
- 1 STREAM ANCHOR 3 1/2 - EX STOCK
- 210 FIBRES 1 1/2 STUO CHAIN CABLE
- 60 3/4 STEAM WIRE
- 90 3 STEEL WIRE TOWLINE OR 9 HEMP
- 2 1/2 HAYSER OR 6
- 1 1/4 HARP 5

$$L \times D = 185 \times 14 = 2590$$

$$L \times (3-J) = 185 (3125 + 14) = 8371$$

$$J = \frac{185}{14} = 13.2$$



MIDSHIP SECTION. (as built)

LENGTHS 185'-0" x 31'-3" MID x 14'-0" MID.
SCALE 1/2" = 1 FOOT.

CLASSED 100 A.1. "CARRYING PETROLEUM OR MOLASSES IN BULK."

SPECIAL NOTATION: "LONGITUDINAL FRAMING."

EQUIPMENT TO RULE.

SHELL THICKNESSES GIVEN ARE IN WAY OF LONGITUDINAL FRAMING ONLY.

FOR THICKNESS OF SHELL AT ENDS SEE TRANSVERSE FRAMING SECTION.

TEST HEAD FOR CARGO TANKS = 5'-0" ABOVE TOP OF TRUNK.

CONNECTION OF TRANSVERSES TO SHELL.

115° ANGLE CUT IN WAY OF SHELL SEAMS TO SAVE JOGLING.

3" x 5" BAR CUT AND COMPENSATION RITTED FOR SHIPPERS.

36 SHEER STRAKE THICK PLATE AT POOP FRONT AND BRIDGE ENDS.

No. 1 LONG 5 x 3 x 30.8 A.

SIDE LONGITUDINALS SPACED 27" APART.

No. 3 LONG 5 x 3 x 30.8 A.

SHELL PLATING 36"

No. 4 LONG 5 x 3 x 30.8 A.

RNS SPACED 5" DIAS APART IN EACH ROW.

No. 5 LONG 6 x 3 x 34.8 A.

ALL SHELL SEAMS DOUBLE RIVETED.

BILGE KEEL 7" x 35" BULB.

TEE BAR 5" x 3" x 35"

No. 7 LONG 6 x 3 x 34.8 A.

NO. 8

NO. 10

NO. 12

NO. 14

NO. 16

NO. 18

NO. 20

NO. 22

NO. 24

NO. 26

NO. 28

NO. 30

NO. 32

NO. 34

NO. 36

NO. 38

NO. 40

NO. 42

NO. 44

NO. 46

NO. 48

NO. 50

NO. 52

NO. 54

NO. 56

NO. 58

NO. 60

NO. 62

NO. 64

NO. 66

NO. 68

NO. 70

NO. 72

NO. 74

NO. 76

NO. 78

NO. 80

NO. 82

NO. 84

NO. 86

NO. 88

NO. 90

NO. 92

NO. 94

NO. 96

NO. 98

NO. 100

NO. 102

NO. 104

NO. 106

NO. 108

NO. 110

NO. 112

NO. 114

NO. 116

NO. 118

NO. 120

NO. 122

NO. 124

NO. 126

NO. 128

NO. 130

NO. 132

NO. 134

NO. 136

NO. 138

NO. 140

NO. 142

NO. 144

NO. 146

NO. 148

NO. 150

NO. 152

NO. 154

NO. 156

NO. 158

NO. 160

NO. 162

NO. 164

NO. 166

NO. 168

NO. 170

NO. 172

NO. 174

NO. 176

NO. 178

NO. 180

NO. 182

NO. 184

NO. 186

NO. 188

NO. 190

NO. 192

NO. 194

NO. 196

NO. 198

NO. 200

NO. 202

NO. 204

NO. 206

NO. 208

NO. 210

NO. 212

NO. 214

NO. 216

NO. 218

NO. 220

NO. 222

NO. 224

NO. 226

NO. 228

NO. 230

NO. 232

NO. 234

NO. 236

NO. 238

NO. 240

NO. 242

NO. 244

NO. 246

NO. 248

NO. 250

NO. 252

NO. 254

NO. 256

NO. 258

NO. 260

NO. 262

NO. 264

NO. 266

NO. 268

NO. 270

NO. 272

NO. 274

NO. 276

NO. 278

NO. 280

NO. 282

NO. 284

NO. 286

NO. 288

NO. 290

NO. 292

NO. 294

NO. 296

NO. 298

NO. 300

NO. 302

NO. 304

NO. 306

NO. 308

NO. 310

NO. 312

NO. 314

NO. 316

NO. 318

NO. 320

NO. 322

NO. 324

NO. 326

NO. 328

NO. 330

NO. 332

NO. 334

NO. 336

NO. 338

NO. 340

NO. 342

NO. 344

NO. 346

NO. 348

NO. 350

NO. 352

NO. 354

NO. 356

NO. 358

NO. 360

NO. 362

NO. 364

NO. 366

NO. 368

NO. 370

NO. 372

NO. 374

NO. 376

NO. 378

NO. 380

NO. 382

NO. 384

NO. 386

NO. 388

NO. 390

NO. 392

NO. 394

NO. 396

NO. 398

NO. 400

NO. 402

NO. 404

NO. 406

NO. 408

NO. 410

NO. 412

NO. 414

NO. 416

NO. 418

NO. 420

NO. 422

NO. 424

NO. 426

NO. 428

NO. 430

NO. 432

NO. 434

NO. 436

NO. 438

NO. 440

NO. 442

NO. 444

NO. 446

NO. 448

NO. 450

NO. 452

NO. 454

NO. 456

NO. 458

NO. 460

NO. 462

NO. 464

NO. 466

NO. 468

NO. 470

NO. 472

NO. 474

NO. 476

NO. 478

NO. 480

NO. 482

NO. 484

NO. 486

NO. 488

NO. 490

NO. 492

NO. 494

NO. 496

NO. 498

NO. 500

NO. 502

NO. 504

NO. 506

NO. 508

NO. 510

NO. 512

NO. 514

NO. 516

NO. 518

NO. 520

NO. 522

NO. 524

NO. 526

NO. 528

NO. 530

NO. 532

NO. 534

NO. 536

NO. 538

NO. 540

NO. 542

NO. 544

NO. 546

NO. 548

NO. 550

NO. 552

NO. 554

NO. 556

NO. 558

NO. 560

NO. 562

NO. 564

NO. 566

NO. 568

NO. 570

NO. 572

NO. 574

NO. 576

NO. 578

NO. 580

NO. 582

NO. 584

NO. 586

NO. 588

NO. 590

NO. 592

NO. 594

NO. 596

NO. 598

NO. 600

NO. 602

NO. 604

NO. 606

NO. 608

NO. 610

NO. 612

NO. 614

NO. 616

NO. 618

NO. 620

NO. 622

NO. 624

NO. 626

NO. 628

NO. 630

NO. 632

NO. 634

NO. 636

NO. 638

NO. 640

NO. 642

NO. 644

NO. 646

NO. 648

NO. 650

NO. 652

NO. 654

NO. 656

NO. 658

NO. 660

NO. 662

NO. 664

NO. 666

NO. 668

NO. 670

NO. 672

NO. 674

NO. 676

NO. 678

NO. 680

NO. 682

NO. 684

NO. 686

NO. 688

NO. 690

NO. 692

NO. 694

NO. 696

NO. 698

NO. 700

NO. 702

NO. 704

NO. 706

NO. 708

NO. 710

NO. 712

NO. 714

NO. 716

NO. 718

NO. 720

NO. 722

NO. 724

NO. 726

NO. 728

NO. 730

NO. 732

NO. 734

NO. 736

NO. 738

NO. 740

NO. 742

NO. 744

NO. 746

NO. 748

NO. 750

NO. 752

NO. 754

NO. 756

NO. 758

NO. 760

NO. 762

NO. 764

NO. 766

NO. 768

NO. 770

NO. 772

NO. 774

NO. 776

NO. 778

NO. 780

NO. 782

NO. 784

NO. 786

NO. 788

NO. 790

NO. 792

NO. 794

NO. 796

NO. 798

NO. 800

NO. 802

NO. 804

NO. 806

NO. 808

NO. 810

NO. 812

NO. 814

NO. 816

NO. 818

NO. 820

NO. 822

NO. 824

NO. 826

NO. 828

NO. 830

NO. 832

NO. 834

NO. 836

NO. 838

NO. 840

NO. 842

NO. 844

NO. 846

NO. 848

NO. 850

NO. 852

NO. 854

NO. 856

NO. 858

NO. 860

NO. 862

NO. 864

NO. 866

NO. 868

NO. 870

NO. 872

NO. 874

NO. 876

NO. 878

NO. 880

NO. 882

NO. 884

NO. 886

NO. 888

NO. 890

NO. 892

NO. 894

NO. 896

NO. 898

NO. 900

NO. 902

NO. 904

NO. 906

NO. 908

NO. 910

NO. 912

NO. 914

NO. 916

NO. 918

NO. 920

NO. 922

NO. 924

NO. 926

NO. 928

NO. 930

NO. 932

NO. 934

NO. 936

NO. 938

NO. 940

NO. 942

NO. 944

NO. 946

NO. 948

NO. 950

NO. 952

NO. 954

NO. 956

NO. 958

NO. 960

NO. 962

NO. 964

NO. 966

NO. 968

NO. 970

NO. 972

NO. 974

NO. 976

NO. 978

NO. 980

NO. 982

NO. 984

NO. 986

NO. 988

NO. 990

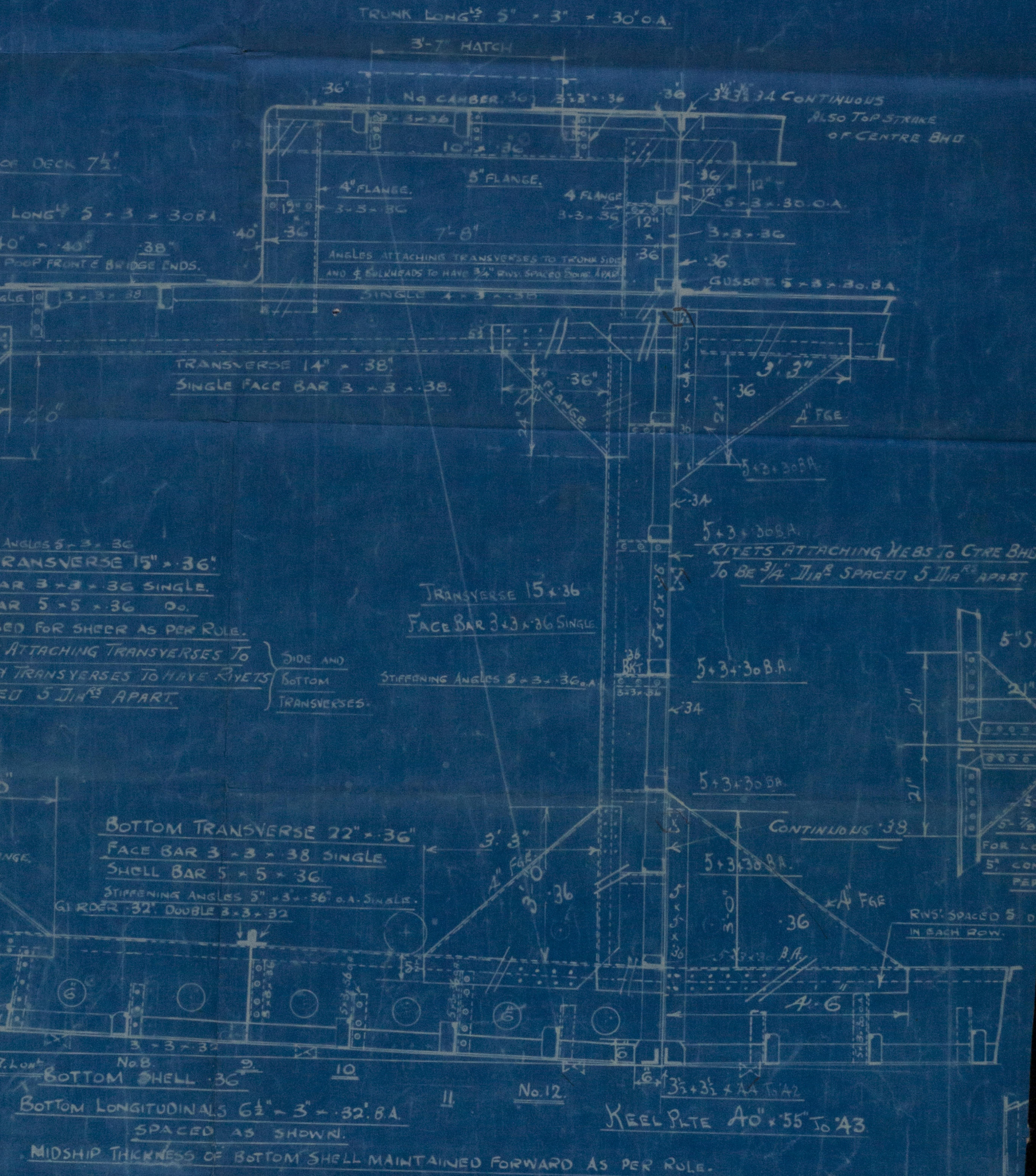
NO. 992

NO. 994

NO. 996

NO. 998

NO. 1000



STERN FRAME 6 1/2 x 3 1/4 RUCKER POST 5 1/2 x 3 1/4

NOTCHES FOR LONGITUDINALS TO BE WELL ROUNDED AT CORNERS & NOT ROUGH PUNCHED

TRUNK HOLES IN LONGITUDINALS TO BE ARRANGED

S/S No 284.



SKETCH 5
OF REGISTER
ON

284.

Midships Section
(as built)

Goble S.B. & R. Co. Ltd.

Cresfield

"Athelstane"

RETAIN

LR

© 2020

Lloyd's Register
Foundation

W432-0187