

PLAN No. 2

SHIP No 316

MIDSHIP SECTION

DIMS: 212'-0" x 33'-6" x 14'-6" TO UPPER DECK

SCALE 2" = 1'-0"

NEW SUBMISSION AS UNDERLINED IN YELLOW.

TO CLASS 100A.I. (LLOYDS) SHELTER DECK WITH FREEBOARD.
Shelter Deck with Freeboard.

EQUIPMENT (LETTER "N")

- 2 BOILER ANCHORS 25 CHTS. EACH STOCKLESS
- 1 ANCHOR 22 " STOCKLESS
- 1 STREAM 6 1/2 " EX. STOCK
- 1 KEDGE 3 1/2 "
- 210 FATHOMS 1/2 " STUD CHAIN CABLE
- 75 " 3/8 " STEEL WIRE
- 90 " 3/4 " " TOWLINE
- 90 " 6 " HANGERS
- 90 " 5 " "

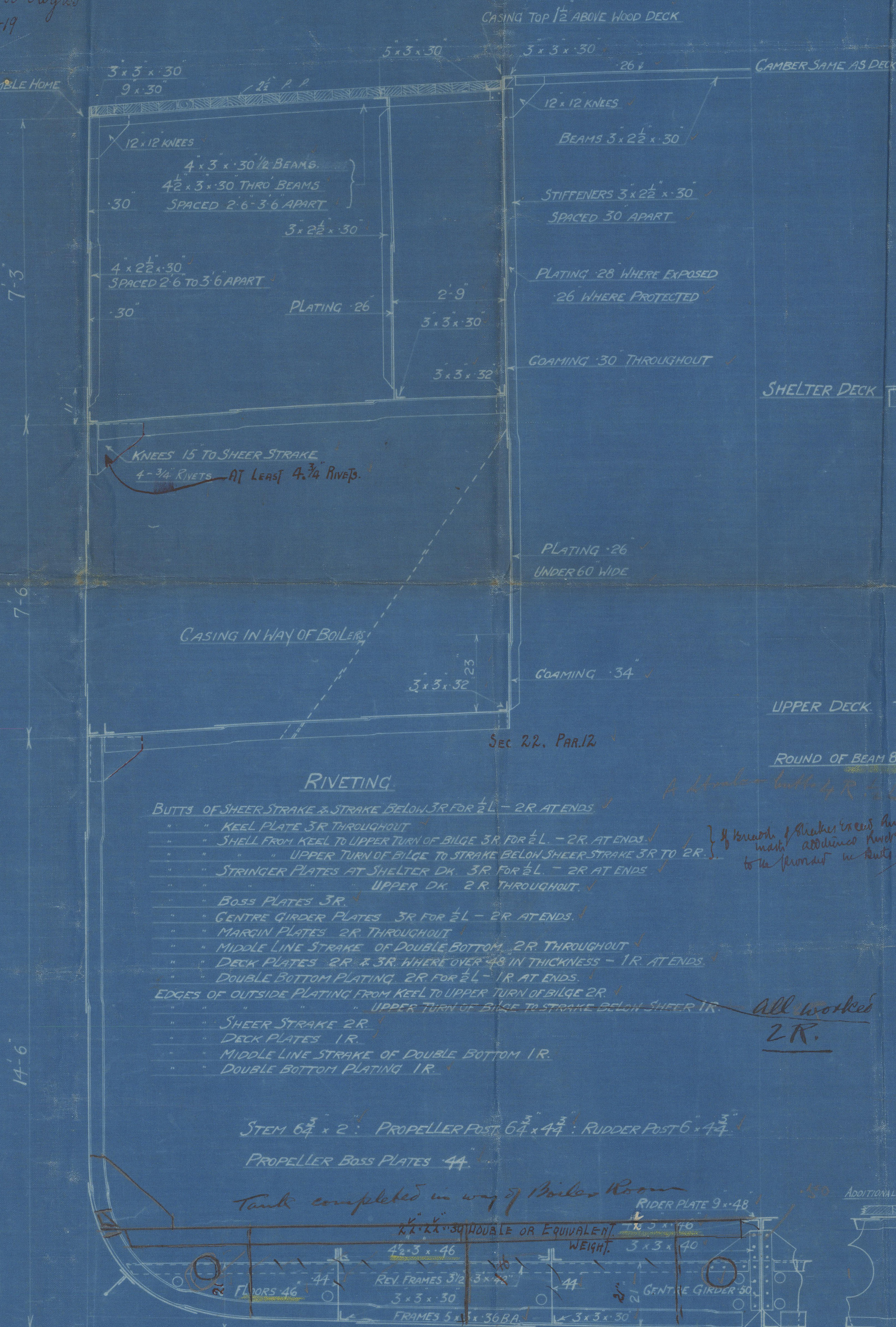
NOT TO SCALE.

LLOYD'S NUMERALS

LENGTH BETWEEN PERPENDICULARS	212'-0"
BREADTH (MOULDED)	33'-6"
DEPTH (MOULDED) TO UPPER DECK	14'-6"
" " SHELTER	22'-0"
TRANSVERSE NUMBER	33.5 x 14.5
LONGITUDINAL NUMBER	212 (33.5 x 14.5)
" d	11.29 IN WAY OF TANK
" 1/10	9.67 IN WAY OF TANK

EQUIPMENT NUMBER

L(B+D)	10176
SHELTER DECK	212 x 7.5 x 75
FORECASTLE	34 x 7.25 x 75
DECK HOUSE AFT	17 x 7.25 x 5
SIDE HOUSE	44 x 7.25 x 75
SALOON	25 x 7.25 x 5
CHART ROOM	24 x 7.25 x 5
EQUIPMENT NUMBER	12031



- ### RIVETING.
- BUTTS OF SHEER STRAKE & STRAKE BELOW 3R FOR 2L - 2R AT ENDS
 - " KEEL PLATE 3R THROUGHOUT
 - " SHELL FROM KEEL TO UPPER TURN OF BILGE 3R FOR 2L - 2R AT ENDS
 - " UPPER TURN OF BILGE TO STRAKE BELOW SHEER STRAKE 3R TO 2R
 - " STRINGER PLATES AT SHELTER DM. 3R FOR 2L - 2R AT ENDS
 - " UPPER DM. 2R THROUGHOUT
 - " BOSS PLATES 3R
 - " CENTRE GIRDER PLATES 3R FOR 2L - 2R AT ENDS
 - " MARGIN PLATES 2R THROUGHOUT
 - " MIDDLE LINE STRAKE OF DOUBLE BOTTOM 2R THROUGHOUT
 - " DECK PLATES 2R & 3R WHERE OVER 3/8 IN THICKNESS - 1R AT ENDS
 - " DOUBLE BOTTOM PLATING 2R FOR 2L - 1R AT ENDS
 - EDGES OF OUTSIDE PLATING FROM KEEL TO UPPER TURN OF BILGE 2R
 - " UPPER TURN OF BILGE TO STRAKE BELOW SHELTER 1R
 - " SHEER STRAKE 2R
 - " DECK PLATES 1R
 - " MIDDLE LINE STRAKE OF DOUBLE BOTTOM 1R
 - " DOUBLE BOTTOM PLATING 1R

STEM 6 1/2 x 2 : PROPELLER POST 6 1/2 x 4 1/2 : RUDDER POST 6 x 4 1/2

PROPELLER BOSS PLATES 44

Tank completed in way of Boiler Room

RIDER PLATE 9 x 48

4 1/2 x 3 x 46

3 x 3 x 30

FRAMES 5 x 1 1/2 x 36 B.A.

3 x 3 x 30

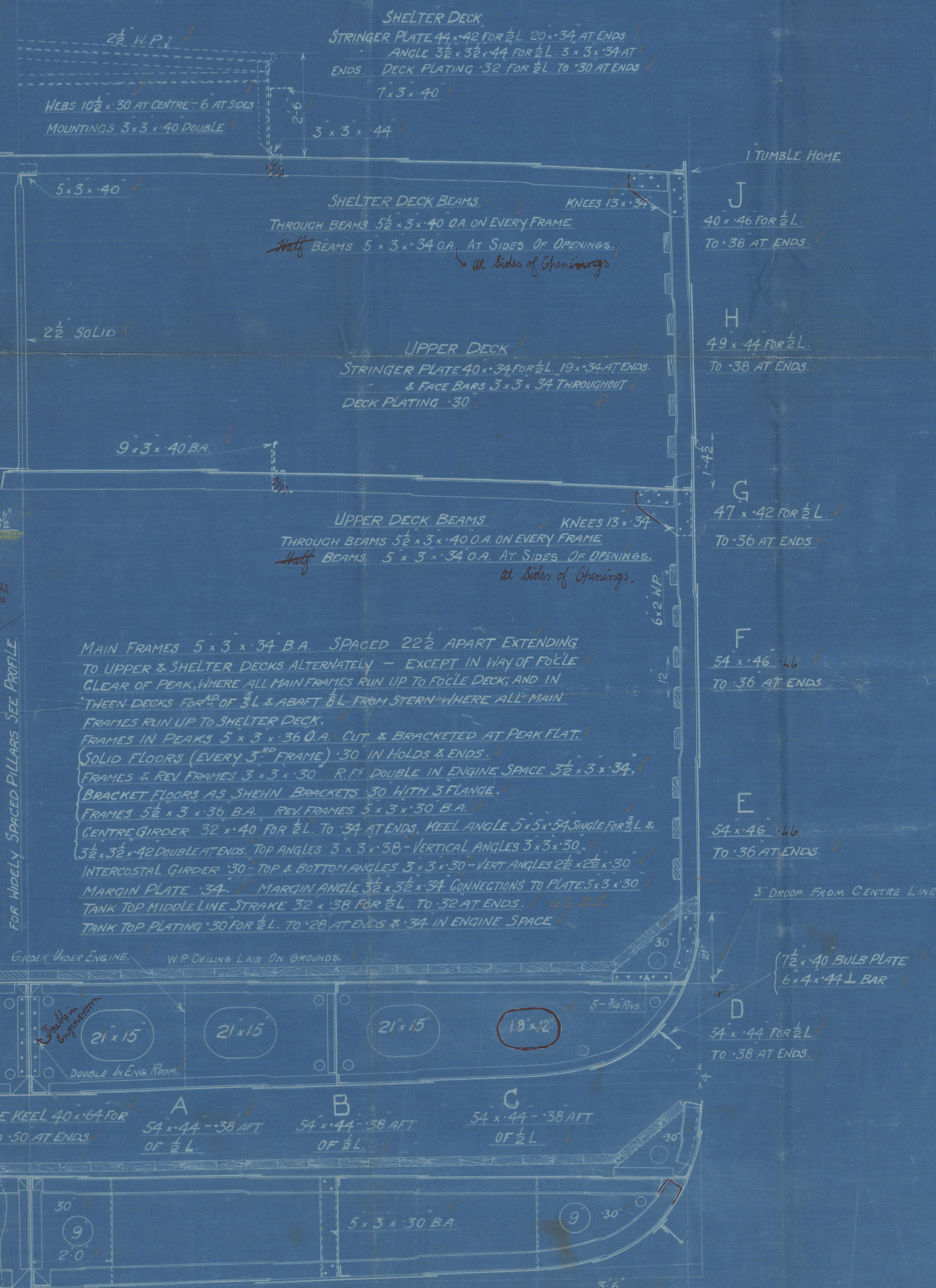
INTERCOSTAL GIRDERS SCARPHED INTO DOUBLE BOTTOM

STRENGTH MAINTAINED TO SURVEYOR'S SATISFACTION

SECTION THRO. BOILER ROOM

(In Way of Bracket Floor)

ANDROSSAN DRY DOCK
& SHIPBUILDING CO. LTD



MAIN FRAMES 5 x 3 x 34 B.A. SPACED 22 1/2" APART EXTENDING TO UPPER & SHELTER DECKS ALTERNATELY - EXCEPT IN WAY OF FO'CLE CLEAR OF PEAK WHERE ALL MAIN FRAMES RUN UP TO FO'CLE DECK AND IN THREE DECKS FOR 40' OF 3L & ABAFT 8L FROM STERN WHERE ALL MAIN FRAMES RUN UP TO SHELTER DECK

FRAMES IN PEAKS 5 x 3 x 36 O.A. CUT & BRACKETED AT PEAK PLATE

SOLID FLOORS (EVERY 3RD FRAME) 30" IN HOLDS & ENDS

FRAMES & REV FRAMES 3 x 3 x 30 R.F. DOUBLE IN ENGINE SPACE 3 1/2 x 3 x 34

BRACKET FLOORS AS SHEWEN BRACKETS 30 WITH 3 FLANGE

FRAMES 5 1/2 x 3 x 30 B.A. REV FRAMES 5 x 3 x 30 B.A.

CENTRE GIRDER 32 x 40 FOR 2L TO 34 AT ENDS. KEEL ANGLE 3 x 5 x 34 SINGLE FOR 2L & 3 1/2 x 3 1/2 x 40 DOUBLE AT ENDS. TOP ANGLES 3 x 3 x 30 - VERTICAL ANGLES 3 x 3 x 30

INTERCOSTAL GIRDER 30" TOP & BOTTOM ANGLES 3 x 3 x 30 - VERT. ANGLES 2 1/2 x 2 1/2 x 30

MARGIN PLATE 34" MARGIN ANGLE 3 1/2 x 3 1/2 x 34 CONNECTIONS TO PLATES 3 x 3 x 30

TANK TOP MIDDLE LINE STRAKE 32 x 38 FOR 2L TO 32 AT ENDS. 1 1/2 x 3 1/2 x 30

TANK TOP PLATING 30" FOR 2L TO 28 AT ENDS & 34" IN ENGINE SPACE

ADDITIONAL GIRDER UNDER ENGINE

W.P. CEILING Laid ON GROUND

21 x 15

21 x 15

21 x 15

18 x 12

5 x 3 x 30 B.A.

9 30"

36"

BRACKET FLOORS

Thickness of Strakes A.B.C. Strakes of Bottom Plating carried forward to full position of collision bulhead

MIDSHIP THICKNESS OF STRAKES A.B.C. OF BOTTOM PLATING CARRIED FORWARD TO RULE POSITION OF COLLISION BULHEAD

APPROVED

LLOYD'S REGISTER OF SHIPPING

7.11.19

Approved Lloyd's Register of Shipping

(Signed) J. Montgomery, Sec. & P. Sec.

12-9-19



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Lloyd's Register

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Wp 316

2411811 DIVE Co Ltd

VIDEX 2714 DKA DOCK

Midships

Section

ss. Langford.

GLASGOW REPORT No. 41522

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