

CARGO AND TANK STEAMER.

TO CARRY PETROLEUM IN BULK.

DIMENSIONS: LENGTH 350'-0", BREADTH EX 47'-0", DEPTH MOULDED 30'-0".

TO CLASS 100 A.I. "SPAR DECK RULE".

1/2" Meteor as built

6.3.99
6.6.99
1.11.99
12.1.00
29.6.00

LLOYD'S DIMENSIONS.

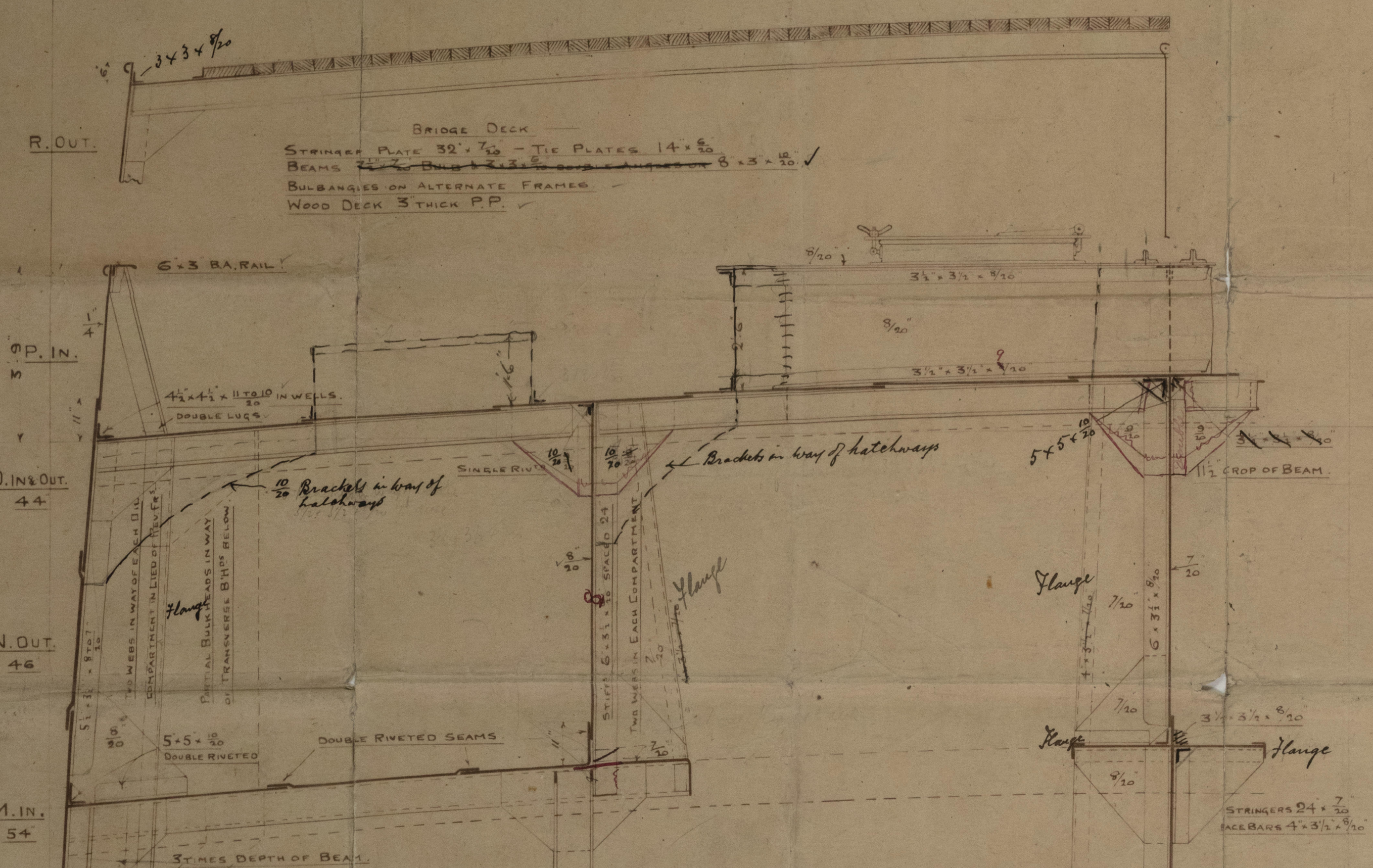
LENGTH FROM AFTER SIDE OF STEW TO FORE SIDE OF STERN POST	347'-10"
BREADTH MOULDED	46'-9"
DEPTH TO SKIN ASSUMING 1 1/2" ROUNDED UP OF BEAM - TO MAIN DECK	23'-2 1/2"
DEPTH TO LENGTH MAIN DECK	14'-9 1/2"
SPAR	11'-2 1/2"
BREADTH TO LENGTH	7'-4 1/2"

SCALE 1/4" = 1 FOOT.

EQUIPMENT N°

1/2 GIRTH TO SPAN DECK	50.48 ✓
1/2 BREADTH	23.37 ✓
DEPTH TO SPAN DECK	30.96 ✓
	104.81 ✓
	347.43 ✓
8 3/4 550 06 ✓	
4557 00 ✓	
1600 00 ✓	
3045 00 ✓	
3027 00 ✓	

NUMERICAL
1/2 GIRTH 42.73
1/2 BREADTH 23.37
DEPTH 23.21
FIRST N° 31 x 347.43 = 31064.63 SECOND N°
SCANTLING GRADES 85th 91 & 30400 to 34300



SECTION IN WAY OF OIL COMPARTMENTS

FRAMES 6 1/2 x 3 1/2 x 4 B.A. FOR 1/2 LENGTH TO 1/2, SPACED 24" APART
REVERSE FRAMES 3 1/2 x 3 1/2 x 3/4 TO BILGE ONLY WITH BUTT FRAMES CARRIED TO KEEL
BULKHEADS 7/8 x 1/2 VERTICAL STIFFENERS 8 x 3/4 BULB ANGLES 24" APART WITH
TWO WEBS EACH SIDE OF CENTRE LINE - SEE DETAIL PLAN
WEB FRAMES 2 1/2 x 1/2 TWO WEBS IN EACH COMPARTMENT, WITH DOUBLE REVERSE BARS ON FACE
ORDINARY FRAMES ON WEBS
BULKHEAD 2 1/2 x 1/2 STIFFENED AS SHOWN - OIL TIGHT - SEE DETAIL PLAN

PILLARS
DOUBLE CHANNEL QUARTER PILLARS 10 x 3 1/2 x 3/4 TWO IN EACH OIL COMPARTMENT

RIVETING
RIVETS IN BUTTS SPACED 3 DIAMETERS APART CENTRE TO CENTRE. RIVETS THROUGH FRAME
AND SHELL SPACED 6 DIAMETERS APART. TWO RIVETS THROUGH LANDING EDGES AND FRAMES
TO HAVE 6 EXTRA RIVET IN EACH ROW OF SHELL BEAMS BETWEEN FRAME AND FRAME THAN
REQUIRED BY TABLE 58. RIVETING IN BULKHEAD FRAMES PER DETAILED SKETCH.
MAIN DECK BEAMS & TRUNK 3/4 x 3/4 BEAMS TO BE DOUBLE RIVETED, RIVETS 4 DIAMETERS APART.
TRUNK SHE BEAMS TO BE DOUBLE RIVETED

NOTE: ALL KEELBOLTS AND STRINGERS TO STOP AGAINST AND BE KEENED TO ALL OIL TIGHT BARS
BULKHEAD STRINGERS INTERCOSTAL AND WEBS CONTINUOUS

SECTION OUTSIDE OF OIL COMPARTMENTS

FRAMES 5 1/2 x 3 1/2 x 3/4 SPACED 24" APART
REVERSE FRAMES 4 x 3 1/2 x 3/4 TO EXTEND TO MAIN DECK STRINGER ANGLE & SPAN DECK ALTER-
NATELY. IN WAY OF POOP TO SPAN DECK ON EVERY FRAME IN WAY OF FORECASTLE TO SPAN DECK &
FORECASTLE ALTERNATELY
BULKHEADS 7/8 x 1/2 STIFFENED AS PER RULE
WEB FRAMES 1 1/2 x 1/2 SPACED 12" 0" APART WITH DOUBLE REVERSE BARS ON FACE

FORGINGS
STEM 11 x 2 1/2, STERN POST 11 x 6, RUBBER HEAD 9 PINTLES 4 1/2, MAIN PIECE 7 x 4 1/2

PILLARS
FROM FLOORS TO MAIN DECK 4 DIA. BETWEEN DECKS & POOP BRIDGE FOLE 2 1/2 DIA. QUARTER PILLARS
3 DIA. SPACED 6' 0" APART

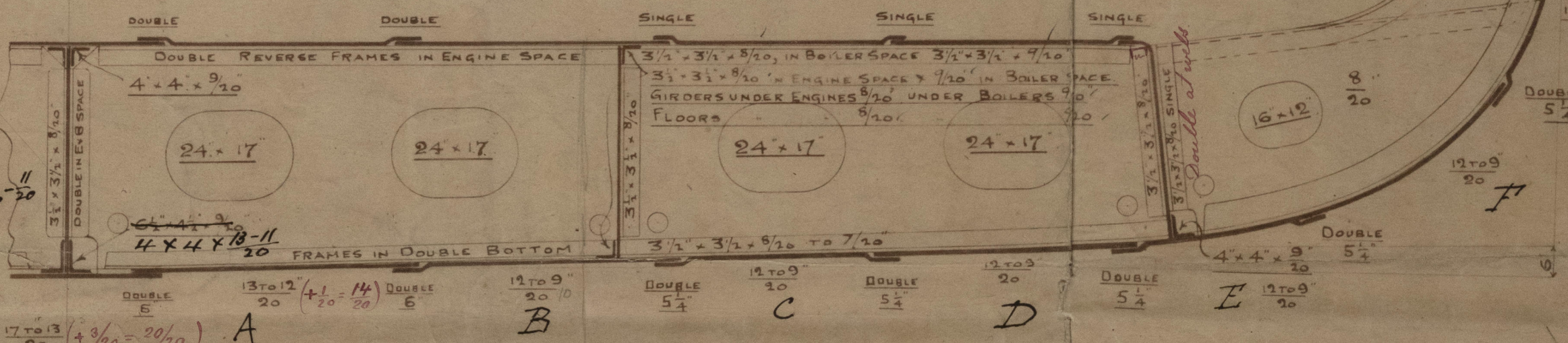
RIVETING
MAIN DECK STRINGER BUTTS OVERLAPPED & TREBLE RIVETED THROUGHOUT. SPAN DECK STRINGER
BUTTS OVERLAPPED & QUADRUPLE RIVETED FOR 1/2 L. TREBLE AT ENDS. BRIDGE POOP & FORECASTLE
BUTTS OVERLAPPED & DOUBLE RIVETED THROUGHOUT. MAIN & SPAN DECK PLATING BUTTS DOUBLE RIV-
OVERLAPS FOR 1/2 L. SINGLE AT ENDS. V SHELL PLATING BUTTS TREBLE RIVETED OVERLAPS, QUADRUPLE
WHEN OVER RULE WIDTHS. OVERLAPS TO HAVE THREE COMPLETE ROWS OF RIVETS SPACED 3 DIAM-
APART. BUTT STRAPS 1/2" THICKER THAN PLATES FOR 1/2 LENGTH & 3/4 AT ENDS. RIVETS IN TREBLE
RIVETED BUTT STRAPS - IF ANY - OF SHELL PLATING, IN BACK ROW TO BE SPACED 5 TO 5 1/2 DIA. APART.

DOUBLE BOTTOM IN E & B SPACE ONLY

CENTRE GIRDER RULE 42 x 10 BUTTS TREBLE RIVETED OVERLAPS THROUGHOUT. SEE NOTE FOR INCREASE
MARGIN PLATE RULE 28 x 10 SIDE GIRDERS 7/8 FLOORS 3/4
INNER BOTTOM MIDDLE LINE STRAKE IN BOILER SPACE 3/4 x 3/4 IN ENGINE SPACE 1/2
BUTTS TREBLE RIVETED OVERLAPS THROUGHOUT

REMAINDER IN BOILER SPACE 1/2 IN ENGINE SPACE 1/2 BUTTS DOUBLE RIVETED OVERLAPS THROUGHOUT

NOTE: ALL PARTS OF DOUBLE BOTTOM UNDER BOILERS BEING INCREASED TO SAME THICKNESSES AS IN
TABLE 57 EXCEPT FRAMES AND CENTRE GIRDER
RIVETS IN BUTTS AND EDGES OF INNER BOTTOM PLATING AND THE BUTTS OF CENTRE GIRDER TO BE SPACED
NOT MORE THAN 4 DIAMETERS APART
DEEP TANK UNDER ENGINES WITH 2 SIDE GIRDERS 8/16" THICK



SECTION IN ENGINE & BOILER SPACE.

R. CRAGGS & SONS.
SHIPBUILDERS & REPAIRERS
TEES DOCKYARD
MIDDLESBROUGH-ON-TEES.

NOTE: IN VIEW OF DOUBLING KEEL PLATE AS REQUIRED
BY RULE WE PROPOSE TO INCREASE KEEL 3/8, GIRDERS 1/2
AND BOTTOM PLATE OF LONGITUDINAL BULKHEAD TO
ALL FOR 1/2 LENGTH MIDSHIPS

R. CRAGGS & SONS.
SHIPBUILDERS
AND REPAIRERS
MIDDLESBROUGH.

N° 162.

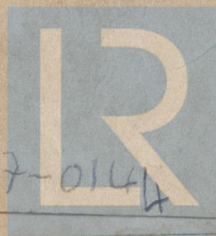
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R. Craggs & Sons
No 162

Midship Section

5/5 "Meteor"

Mat. Report No 3099.



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Lloyd's Register
Foundation

W577-0144