

# Riveting Notes.

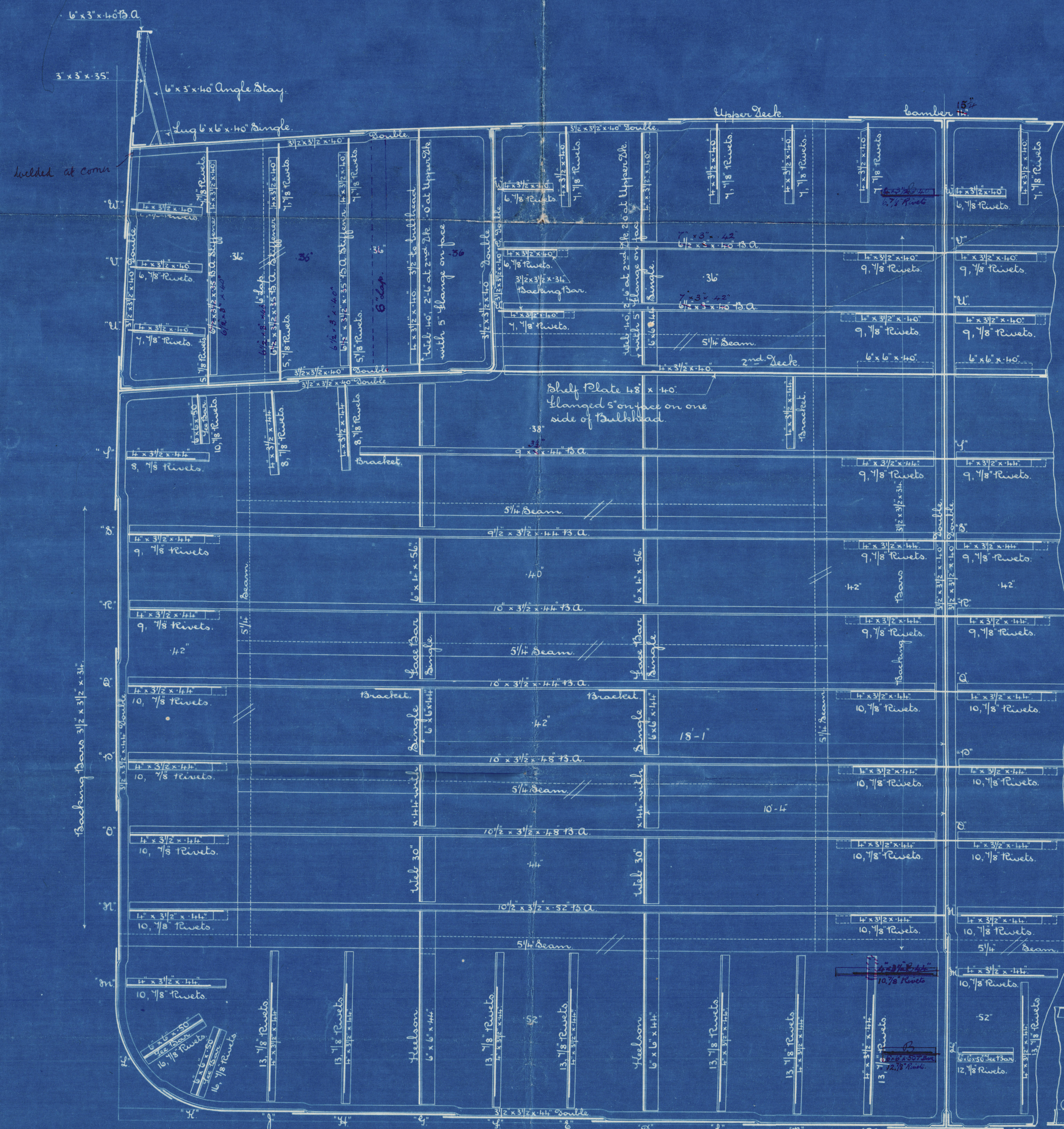
Keel Plate Butts Double Straps built riveted for  $\frac{1}{2}$  L & to quadruple riveted laps at ends.  
 Bottom Plating Butts quadruple riveted for  $\frac{1}{2}$  L & to triple at ends.  
 Bridge  
 Bulk  
 all Fore & Aft.  
 Sheerstrake Butts quadruple riveted for  $\frac{1}{2}$  L & to quadruple (above 68) & triple (68 & under).  
 Double Straps built riveted at breaks of Bridge & Poop.  
 Strakes below Sheerstrake Butts quadruple riveted for  $\frac{1}{2}$  L & to triple.  
 Upper Deck Stringer Plate Butts quadruple riveted for  $\frac{1}{2}$  L & to triple at ends.  
 Poop, Bridge, & Forecastle Stringer Plate Butts double riveted.  
 Upper Deck Plating Butts double riveted for  $\frac{1}{2}$  L & to single at ends.  
 Middle Line Strakes of double bottom Butts double riveted.  
 Margin Plate Butts double riveted.  
 Double Bottom Tank Top Plating Butts double riveted.  
 Outboard Bulkhead Butts & Beams double riveted.  
 Trunk Side Butts & Beams double riveted.  
 Shell Beams double riveted all Fore & Aft.  
 Deck  
 in way of Oil single beyond.  
 Beams of Double Bottom Tank Top Plating single riveted.  
 Middle Line Strakes double riveted.

# Riveting in Longitudinals.

All Deck Longitudinals to have Rivets spaced 6 dias apart 6 to 6.  
 Trunk Side Longitudinals to have Rivets spaced 6 dias apart 6 to 6.  
 Shell & Centre Bulkhead Longitudinals to have rivets spaced as shown on Section.

# Riveting in Transverses connecting Angles to Shell, Deck, Trunk Side & Centre Bulkhead.

Transverses to Centre Bulkhead below 2 <sup>nd</sup> Deck.	2 Rows of Rivets	$\frac{1}{2}$ L diameters apart Centre to Centre.
2 <sup>nd</sup> Deck	1 Row	$\frac{1}{2}$ L
Upper Deck	2 Rows	$\frac{1}{2}$ L
Trunk Side	1 Row	5
Shell	2 Rows	$\frac{1}{2}$ L
Vertical Webs to Transverse Bulkheads.	2 Rows	$\frac{1}{2}$ L



All bottom, large, and 10 rivet brackets to be flanged on face.

Bottom Strakes A to D inclusive are increased 02 due to spacing of Lays.

# Rivet Spacing in Diameters Centre to Centre.

$\frac{1}{2}$  in Straps  $\frac{1}{2}$  in Laps  
 $\frac{3}{4}$   
 $\frac{3}{4}$   
 $\frac{3}{4}$   
 $\frac{1}{2}$  (Zimtriple)  $\frac{1}{2}$  (Zimtriple)  $\frac{3}{4}$  (Triple)  
 $\frac{1}{2}$  in Straps  
 $\frac{1}{2}$  (Zimtriple)  $\frac{3}{4}$  (Triple)  
 $\frac{1}{2}$  ( )  $\frac{3}{4}$  ( )  
 $\frac{3}{4}$   
 $\frac{3}{4}$   
 $\frac{3}{4}$  in way of Oil,  $\frac{1}{2}$  beyond.  
 $\frac{3}{4}$  " " " " "  
 $\frac{3}{4}$  " " " " "  
 $\frac{1}{2}$   
 $\frac{1}{2}$   
 $\frac{1}{2}$   
 $\frac{3}{4}$  in way of Oil,  $\frac{1}{2}$  beyond.  
 $\frac{1}{2}$  " " " " "  
 $\frac{1}{2}$  " " " " "  
 $\frac{1}{2}$   
 $\frac{1}{2}$   
 $\frac{3}{4}$  in way of Oil,  $\frac{1}{2}$  beyond.  
 $\frac{3}{4}$  " " " " "  
 $\frac{1}{2}$  " " " " "  
 $\frac{1}{2}$

# Scantling Numerals.

Transverse Number (13+D) = 56 75 + 33 5 = 90 25.  
 Longitudinal " (13+D) = 90 25 + 430 = 38 808  
 $\frac{1}{2}$  D = 12 83

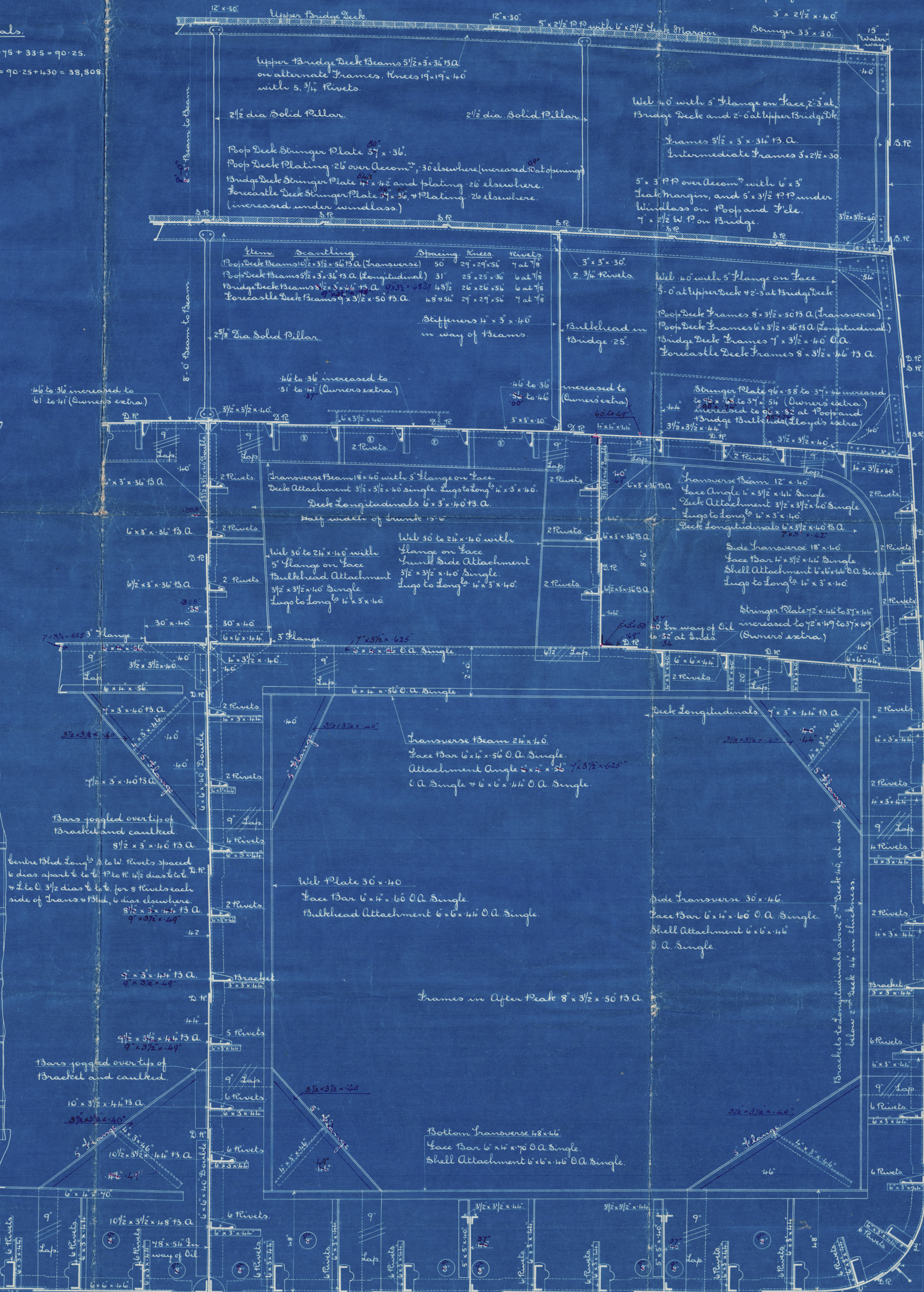
# **RFA OLEANDER.** Midship Section.

# Principal Dimensions.

Length overall 443 - 6.  
 Length between perpendiculars 430 - 0.  
 Breadth extreme 57 - 0.  
 Depth moulded to Upper Deck 33 - 6.  
 Depth of Hold 33 - 8.

# Scale 1/2" = 1 Foot.

Class + 100 A 1. Lloyd's (Longitudinal Framing)



Keel Angles 6" x 8" - 54 in way of Oil.  
 Steel Plate 1/2" x 1/2" x 70.  
 Stem Bar 11" x 2 1/8".  
 Rudder Post 9" x 8 1/2".  
 Propeller Shaft 10 1/2" x 8 1/2".  
 Rudder Head 11 diameter.  
 Rudder to be substituted.

Bottom Longitudinals A to L inclusive 12 x 3 1/2" x 47 5 W x 62 5 Channels.  
 Midship thickness of Strakes A to B are maintained to collision Bulkhead.

# Equipment Numerals.

Longitudinal Number = 90 25 + 430 = 38 808  
 Poop = 100 5 x 8 x 75 = 603  
 Bridge = 32 33 x 8 x 75 = 194  
 Forecastle = 43 5 x 8 x 75 = 261  
 Basings = 55 0 x 7 25 x 5 = 199  
 Midship House = 36 33 x 8 x 75 = 218  
 Numeral = 40 283

# Equipment.

1 Bower Anchor (Blockless Type) 75 cwt. 20 1/2 cwt.  
 1 Stream Anchor (Rodgers) 19 20 1/2 cwt. 5 x Stock.  
 1 Hedge 2 3/4 Stud Chain Cable 750 cwt. 3 qrs 1/2 lbs.  
 270 Fms. 5 Stream Wire (Steel).  
 125 50 5/8" Steel Wire Towline  
 20 90 " 8 Manila.  
 20 90 " 8 "  
 90 " 7 "  
 90 " 7 "

For extra Hawsers & Warps. See Specification.



R. I. A. "Cleander"

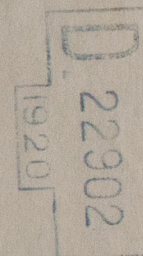
Midship Section.

Report No. 43,660

Cardiff.



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