

BREADTH MOULDING = 55.00
DEPTH " = 30.00
LENGTH 442' 85.00 TRANSVERSE NO
442
35540 LONGITUDINAL NO

$\frac{L}{D}$ TO SHELTER DECK = 11.63 $\frac{L}{D}$ TO BRIDGE DECK = 9.6
d = 14.45
d FOR FRAMES = 14.00

—S. S. N° 504—

To CLASS 100 A.I. LLOYDS SHELTER DECK

SCALE $\frac{1}{2}" = \text{ONE FT}$

HULL	442 (55 + 30)	=	375.0
SHELTIE DECK	.75 x 4.42 x 8	=	26.62
BRIDGE DECK	.75 x 1.59 x 8	=	9.54
FORECASTLE	.75 x 43.25 x .75	=	23.438
SHELTIE DECK HOUSE	.75 x 35.33 x 8 x 2?	=	211.98
	.50 x 6.65 x 8	=	106
SLEEPING CREAK HOUSE	.50 x 34.75 x 8	=	151
HOUSE ON BRIDGE DECK	.50 x 103.8 x 8	=	415.20
BOAT	.50 x 20 x 4.5	=	45
			4252.46

EQUIPMENT			
3 BOWER ANCHORS	COLL-TIVE WT	204 CWTs	SHOCKLESS (2 @ 42.5 cwt)
1 STREAM "	"	20 1/2 "	1 @ 62 "
1 KEDGE "	"	9 "	EX. SHOCK ✓
200 FMS	2 3/4 "	STEEL CHAIN CABLE	
120 "	5 "	STEEL WIRE (STREAM)	
130 "	5 1/2 "	" (LOWLINE)	
(4 coils) each 100 FMS	8 MANILLA	OR EQUIVALENT IN STEEL WIRE HAWERS	2 3/4 "

JOGGLING

SIDE FRAMES	TO BE JOGGLED	trimming
FRAMES & REV. FRAMES	IN DOUBLE BOTTOM	TO BE JOGGLED
MAIN DECK PLATING	TO BE JOGGLED	
UPPER		
SHELLER		
BRIDGE		
FORECASTLE		
BOAT		

FRAMES

8' x 3½" x .52" B.A. SPACED 26" APART
8' x 3' x 40" B.A. IN TRANS SPACES 24" APART

FRAMES TO EXTEND TO UPPER DECK & SHUTTER DECK ALTERNATELY CLEAR OF BRIDGE & FORECASTLE

" " " BRIDGE BECK & FORECASTLE DECK ALTERNATELY IN WAY OF SAME ABOUT FOUR FEET

FOUR FRAMES AT EACH END OF BRIDGE CARRIED UP TO BRIDGE DECK

" " ALL TO EXTEND TO FORECASTLE DECK IN WAY OF FIVE FEET

INTERMEDIATE FRAMES 3½ x 3½ x 40° ANGLE BETWEEN 30 LENGTH FORWARD & COLLIN'S BULKHEAD AND AHEAD THE ¾ LENGTH AFT

" NO INTERMEDIATE FRAMES BETWEEN THE ¾ LENGTH FORWARD & THE ¾ LENGTH AFT

INTERMEDIATE FRAMES WHERE FITTED, SCARPED TO MAIN FRAME AT UPPER DECK AND EXTEND TO SHUTTER DECK CLEAR OF FORECASTLE. IN WAY OF FORECASTLE THEY EXTEND TO FORECASTLE DECK ABOVE P. DECK

In way of Upper Deck extend 3 ft or more from top edge to bottom of hull all upper decks alternately & complete down

DOUBLE BOTTOM

FRAMES 3½ x 3½ x 44" FOR ¼ L. TO 42" AT ENDS, DOUBLE FROM ¾ L. TO COLLIN'S BULK^{HEAD}

RIBBON FRAMES 3½ x 3½ x 44" FOR ¼ L. TO 42" AT ENDS

" DOUBLE IN ENGINE ROOM & BETWEEN GUNNER OUTSIDE ENGINE SEAT 5' 3" x 68"

3½ x 3½ x 64" IN BOILER SPACE, DOUBLE UNDER BOILER HEADERS

FLOOR PLATES & BRACKETS 42" FOR ¼ L. TO 38" AT ENDS, 52" IN BOILER SPACE (OR IN ENG. SP. OR IN BLSP OWNERS REQ.)

SOLID FLOORS AT EVERY THIRD FRAME

" " FRAMES IN ENGINE SPACE & FORWARD OF ¾ LENGTH

" " UNDER BOILER HEADERS, BULKHEADS & BULBS STIFFEN BRACKET

PARTIAL SOLID FLOORS UNDER THRUOUT

INTERSECTALS .40" FOR ¼ L. TO 38" AT ENDS FLANGED TO TANK TOP & FLOORS

" NOT TO BE FLANGED FORWARD OF ¾ LENGTH VERTICAL ANGLE 2½ x 2½ x 42"

" IN ENGINE ROOM .50" NOT FLANGED IN BOILER ROOM .60" NOT FLANGED

INTERSECTAL TIP ANGLES IN ENGINE ROOM, 1st & 2nd INTERSECT 5' 3" x 68" 3rd INTERSECTAL 3½ x 3½ x 54"

" IN BOILER 2½ x 3½ x 64"

" VERTICAL 2½ x 3½ x 62" IN ENGINE ROOM 3½ x 3½ x 72"

" SMALL ANGLE 3½ x 3½ x 44" FOR ¼ L. TO 42" AT ENDS

FLOORS FORMING DIVISIONS BETWEEN TANKS TO BE INCREASING 14" OVER RULE TWO (OWNERS REQ)

RUBBER FOOT 3' x 8"

PROPELLER FOOT 102.8"

STEM 10% X 2.7%

RUBBER AS PER RULE

BULKHEADS AS PER PROPELLER

KIVETS TO BE IRON

RIVETING TABLE

SHELL
NEEL PLATE BUTTS OVERLAPPED & S.R. WHERE OVER 104 FOR % LENGTH. REMAINDER 4 R.
KOT A. SINKER " " S.R. FOR % LENGTH. 4 R. OUTSIDE FEEL WHERE OVER 84 IN WIDTH. REMAINDER 3 R.
B & C SINKERS " " S.R. REMAINDER 3 R.
D, E, F, G, H, J SINKERS OVERLAPPED & 4 R. FOR % LENGTH. REMAINDER 3 R.
K, L SINKERS OVERLAPPED & 4 R. WHERE OVER 68 REMAINDER 3 R.
BRIDGE SIDE OVERLAPPED & S.R. FORESIDE SIDE OVERLAPPED & S.R.
SHELL LANDINGS DOUBLE RIVETED. FORE & AFT. FEEL SIDE LANDINGS 3/4 IN. KNOTS

STRINGERS
BRIDGE SHELTER, UPPER & MAIN DECK STRINGER PLATE BUTTS OVERLAPPED & TREBLE RIV'D THROUGHOUT
FORECASTLE STRINGER PLATE OVERLAPPED & DOUBLE RIV'D

DECKS
BRIDGE, SHELTER & UPPER DECK PLATE BUTTS OVERLAPPED & 2R FOR 1/2 LENGTH, REMAINDER 1R
MAIN DECK PLATE BUTTS OVERLAPPED & SINGLE RIVTS FORE & AFT
ALL DECK LANDINGS - SINGLE RIVTS

TANK			
TANK TOP CR STRAKE BUTTS	OVERLAPPED	* 3.R. WHERE OVER 48"	REMAINDER DOUBLE
" " PLATING BUTTS	"	* 2.R. FOR 1/2 LENGTH	" SINGLE
CENTRE GIRDER PLATE BUTTS	"	* 3.R. THROUGHOUT	

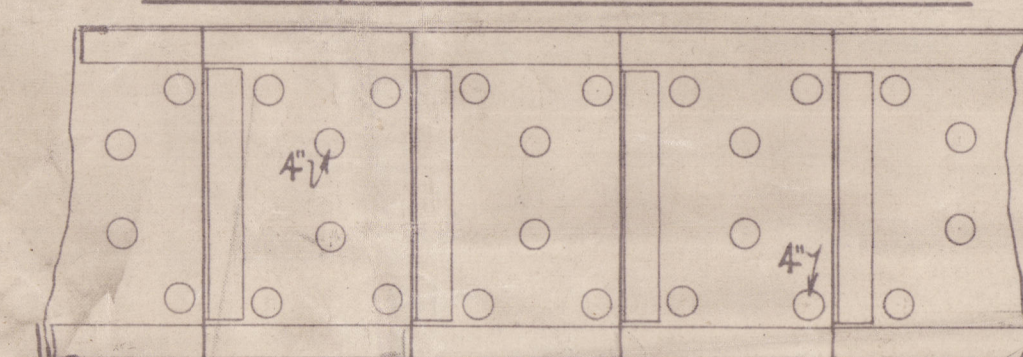
RIVETS IN SHELL BUTTS
 IN BUTTS OF KEEL PLATE RIVETS TO BE 1 1/2 DIA. WHERE OVER 88" & WHERE OVER 66" TO BE 1" DIA.
 " " " SHELL PLATES WHERE OVER 49" TO BE 3/4" DIA. & WHERE 48" UNDER TO BE 3/8" DIA.
 " " " SHEERSTRAKE, TOPSIDE STRAKE & BRIDGE SIDE PLATING RIVETS TO BE 1" DIA. WHERE OVER 66" & ELSEWHERE 3/4"

KIVETS IN SHELL LANDINGS.

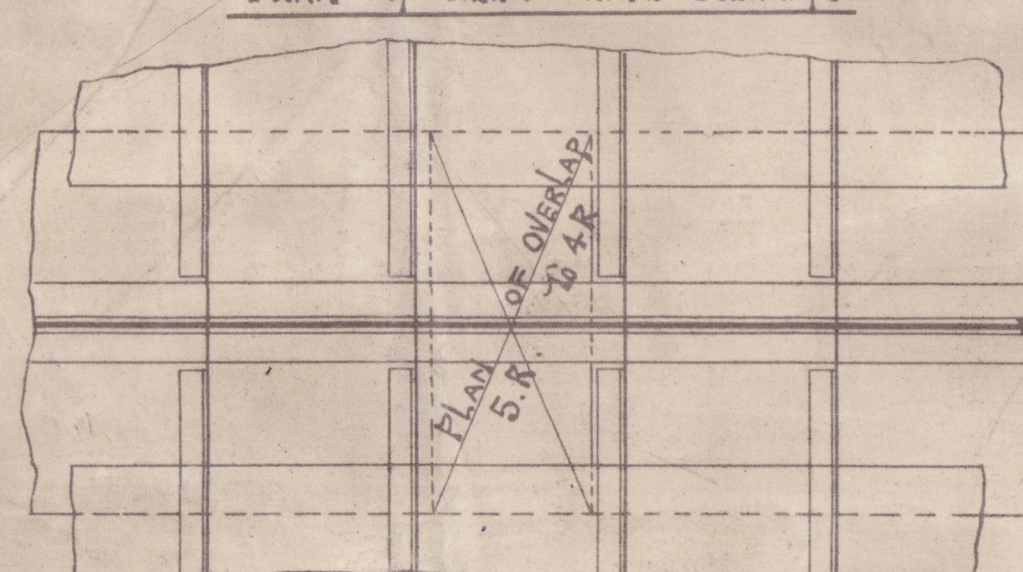
LANDINGS OF KEEL $6\frac{3}{4}$ & G AS SHOWN	S	1 $\frac{1}{2}$ RV. PER F ³ SPACE.	G	1 $\frac{1}{2}$ RV. PER F ³ SPACE. (EXCLUDING RIVET IN FRAME)
IN LANDINGS OF SHELL PLATES WHERE OVER	66	TO BE 1 MAX. LANDING	G	WHICH G RV. PER F ³ SPACE. F ³ RV. IN F ³
	48	$\frac{1}{8}$	54	1
	48	$\frac{3}{8}$ MAX.	48	8

KILNS THRO' FRAMES & SHELL SPACES 6 INCHES APART ✓
" 5 1/2 INCHES APART THRO' FRAMES & SHELL IN DEEP TANK, PEAK BALLAST TANKS & BOTTOM FORMS OF 3/5 LENGTH

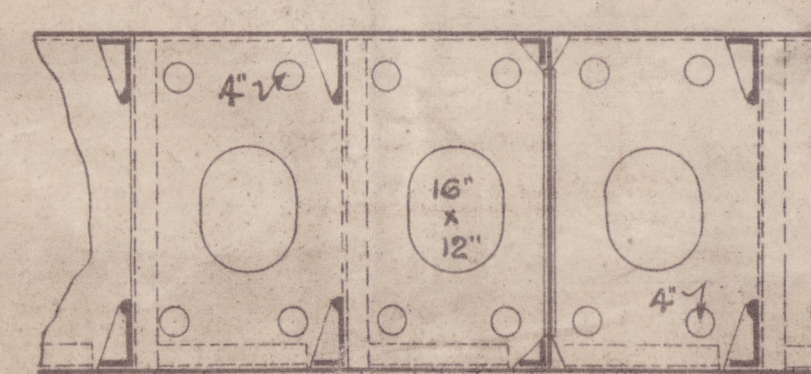
ELEVATION OF CR GIRDER WHERE NON WATER



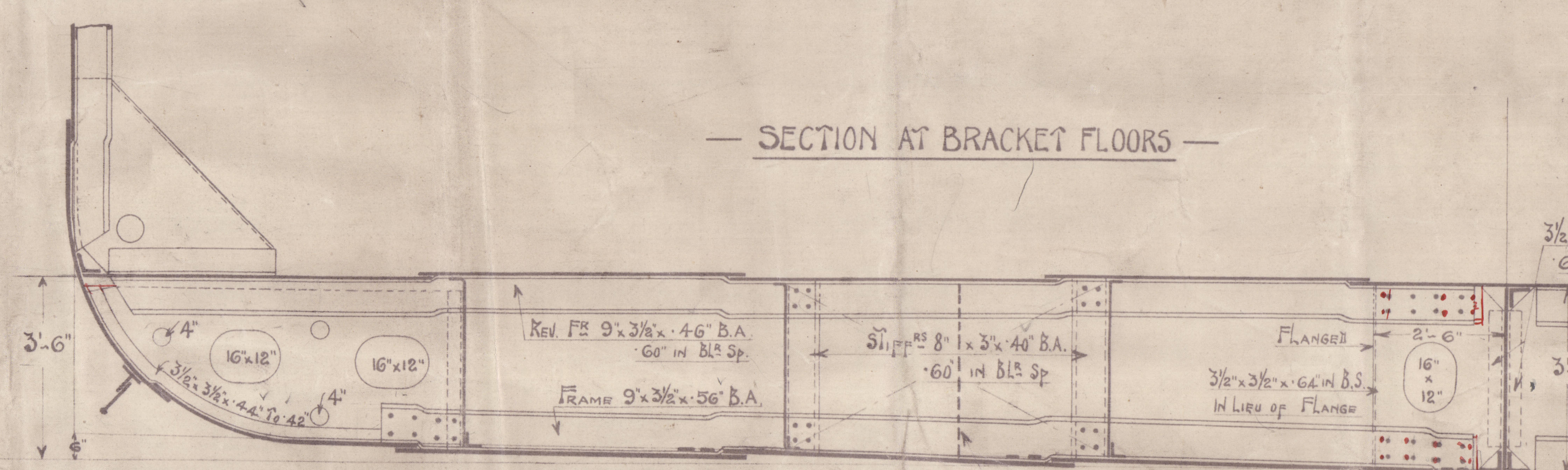
PLAN OF KEEL PLATE OVERLAPS



ELEVTH OF TANK INTERCOSTALS



— SECTION AT BRACKET FLOORS —



IN SOLID FLOORS & INTERCOSTALS NO MANHOLES
TO BE CUT IN WAY OF HEELS OF PILLARS

INTERCOSTAL & PARTIAL FLOOR AS CROSSED
FITTED UNDER MILLARS ✓

[illegible]

MAIN YEC

[illegible]

N^o 504.

Midship Section
Don Henderson Co



S/S Hogarth (504)

Glasgow Apr 4/1919

RETAIN



© 2020

Lloyd's Register
Foundation