

LANDING EDGES OF A BUILT PLATING, PDL CHAIN RINGS.
 TIE TO HAVE TREBLE RIV PDL BUTTSTRAKS AMPHIBUS, CLEAR OF OIL COMPS TREBLE
 KINED BUTTSTRAKS.
 UPPER OF BIER STRINGS, OIL RINGS, RIV BUTTSTRAKS IN WAY OF OIL TREBLE AT ENDS
 PDL PLATING, BIER, OR BRIDGE & POSTHOLE, PDL RIV BUTTSTRAKS
 STRAKE BLOWN, SUBMERGENT, SUBMERGENT RIV BUTTLAGS AMPHIBUS, CLEAR OIL COMPS
 TREBLE RIV BUTTLAGS.
 BUTTS OF BIER PLATING FROM OUTSIDE TURN OF HULL TO SEAK 1/2 TO BE
 TREBLE KINED BUTTLAGS, FORE&AFT.
 BUTTS OF BOTTOM PLATING & BIER STRAKE TO BARGE, BUTTLAGS IN WAY OF OIL COMPS
 STRAKE RIV, CLEAR OF OIL.
 IN PDL OF BIER, BIER, OR BRIDGE, AMPHIBUS, CLEAR OF OIL COMPS SINGLE, STRIKING
 BUTTLAGS TO TREBLE KINED INJURY OF OIL COMPS & PDL RIV AT ENDS, PLATING BUTTLAGS
 TO BE PDL RIV PDL PORE & AFT.
 UPPER OF LANDING EDGE, PDL CHAIN RIV LAPS AMPHIBUS, CLEAR OF OIL COMPS SINGLE RIV P.
 STANDARD BUTTLAGS TO QUAD RIV IN WAY OF OIL COMPS PDL RIV AT ENDS,
 PLATING BUTTLAGS TO PDL RIV PORE & AFT.
 EXPANSION TREBLE RIV, PDL RIV BARGE, LAWS.
 CENTER VERTICAL KIBLA TO RIV KIBLA BUTTLAGS. REMAINDER OF 4 DNG PDL CHAIN
 RIVETS BUTTLAGS, 2 RIV RIV.
 TRANSFER BARGE BUTTLAGS, 2 RIV RIV, PDL CHAIN RIV.

EQUIPMENT.

1 BRONER	ANCHOR (STOCKLESS)	T140 #	LENGTH 50' 412-0"
1 "	"	6625 "	BREATH M/W 58'-11"
1 "	"	6625 "	DEPTH 100' TO 500' 310-0"
1 STEAM	"	2100 "	
1 PULGE	"	1030 "	
120 MATINGS 2 1/4" STEEL CABLE			
100 "	STEEL WIRE TOWLINE		
80 "	"		
2-40 "	7" MANILLA HAWSEY	4 1/2 "	
2-50 "	8" MANILLA HAWSEY 4 1/2 "		

IN ADDITION TO RULES.

120 "	3 1/2 "		
100 "	"	"	
100 "	"	2 1/2 "	
2-40 "	2 1/4" STEEL WIRE		
2-25 "	8 "		

NUMERALS.

LENGTHWISE HS 84 00.

TRANSVERSE 10000.

DEPTH TO LENGTHS (UNLESS PK.) 13 Z.

7140

66 ~

66 ~

20384

- Gussfunkt?

Popo $110.25 \times 1.5 \times \frac{3}{4} = 620$

Brig $366 \times 7.5 \times \frac{3}{4} = 195$

Tel $516 \times 7.5 \times \frac{3}{4} = 318$

Cap $805 \times 7.5 \times \frac{1}{2} = 302$

1435

34640

36075

REPT IN WAY OF GUSSETS

BRAKET ATTACHMENTS TO BE FLANGED AS FOLLOWS:
ALL BRAKET ATTACHMENTS TO LAP AT BOTTOM & TO LIFT
TURN OF BILGES AND ALL OTHER BRAKETES WHICH
REQUIRE AT LEAST 10 RIVETS IN EITHER ARM.
LIGHTENING HOLES TO BE AT LEAST 1/4" CLEAR OF NOTCHES
AND TO MAINTAIN SAME GENERAL POSITION TO SHELL AS
SHOWN

Haiphong & Haiphong. Box C.
Hull n^o 580-1-2 + 3

15				SHELL OIL COMPANY.
HULL	JOB NO.	NAME		CONSTRUCTED FOR
UNION CONSTRUCTION CO. ENGINEERS AND SHIPBUILDERS. OAKLAND CALIFORNIA. HULL DEPT.				

MIDSHIP SECTION

APPROVED BY <i>J. H. Hony</i> J. H. Hony CHIEF ARCHITECT	DATE PREPARED ORDERED BY TAKEN BY CHECKED BY SCALE 1" = 1'-0"	DRAWING NO. C-20320 27001-D. Lloyd's Register Foundation
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Midship Section
of Paludina

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