

NEW MIDSHIP SECTION OF VESSEL.

(1) Contractor shall allow in tender for cutting out and renewing complete the whole of the hull structure in every detail extending between approved butts in the vicinity of cofferdams (72-73) and (43-44) inclusive, all as generally indicated in red in the following plans which will be available on board for use of tenderers.

1. Shell Expansion.
2. Shelter Deck.
3. Upper Deck.
4. Main Deck.
5. Midship Section.
6. Trunkside plating plan.
7. Centre line oil tight bulkhead plan.

(2) The new section of vessel to be built under Lloyd's Special Survey and completed in every detail and constructed entirely of new materials to the requirements of Lloyd's Classification and Owners' Surveyors. The Contractor will be permitted, however, to utilise various existing fitments and equipment as detailed elsewhere in this specification, provided same are in approved good condition. The construction and purpose of the various compartments of the new section shall be identical to that at present in the vessel with the following alterations, additions and modified scantlings:-

1. Numbers 5 and 6 Summer Tanks port and std. to be constructed as cargo oil tanks and to be complete with all necessary suction lines, valves, suction boxes etc.
2. No heating coils will be required to be installed in No. 13 cargo tank.
3. Cofferdams (72-73) and (43-44) to be converted into water ballast spaces and provided with all necessary ballasting and discharge arrangements.
4. Bridge Houses and Forward Pump Room to be shifted aft bodily one cargo tank space.
5. Shelter deck plating to be reduced  $1/20$ " in thickness forward and aft as indicated in red on shelter deck plan.
6. B.C.D.E. and F strakes of bottom shell plating extending between approved butts in way of tanks 3 and (10 to 11) to have thickness increased .10" all as indicated on shell expansion plan in red ("B" strake is garboard strake).

7. All web frames and bulkhead buttress head and heel brackets also deep brackets to main deck strong beams and bottom transverses to be stiffened by 4" x 3" x .46" angles running parallel to diagonal edge of brackets.
8. Deep brackets connecting bottom transverses to plain side of centre line bulkhead to be in one piece extending 10'-6" above keel with diagonal edge, flanged 5".
9. Bottom longitudinal framing back bars to be fitted throughout all cargo oil tanks and pump rooms. To be to Lloyd's Rules in Cargo Tanks and full length of pump rooms.
10. All shelter deck transverse beam plates and end brackets to be 0.48" thick in all main cargo oil tanks port and std.
11. Plating of all buttresses supporting the centre line and transverse oiltight bulkheads and expansion trunk sides from shelter to main deck levels in main cargo tanks 1 to 4 inclusive to be increased to 0.45".
12. Centre line bulkhead and trunk side plating together with all decks to be made continuous right fore and aft over cargo oil spaces.
13. All transverse oiltight bulkhead boundary bars to be single 6" x 6" angles double riveted throughout.
14. All transverse oiltight bulkheads:- Top and second horizontal strakes of plating to be .48" thick. Third and fourth horizontal strakes to be .46" thick.
15. Thickness of all transverse oiltight bulkhead stiffener bars in the expansion trunk space between shelter and upper deck levels to be increased to 0.46". Other scantlings of stiffeners to be as shown on plan.
16. All shelter deck longitudinal frame bars in main cargo oil tank expansion trunks to be of 7½" x 3" x .48" bulb angles also cargo hatch carling bars.
17. First three inboard lower deck longitudinal frames to be connected to transverse bulkheads by 6½" x 6½" Tee bars throughout all cargo oil tanks.
18. All bottom longitudinal framing end brackets to be connected to transverse oiltight bulkheads by 6½" x 6½" Tee bars (to extend from longitudinals Nos. 15 to 25 inclusive, excluding bulkhead webs).
19. All intercostal sister and side keelson girder plates in cargo oil tanks and pump rooms to be arranged to stand 3½" proud of bottom transverses and each fitted with two continuous 6" x 3½" x .44" angles for full length of each compartment port and std.
20. Main deck strong beam plating in tanks 1 to 4 inclusive to be increased to .46" thick.
21. All head brackets to transverse oiltight bulkhead buttresses in line with expansion trunk sides port and std. to have flanged diagonal edge extended on to trunk side plating.

22. All cargo oil tank hatch coamings to be 2'-6" high.
23. .44" shelf plates in C.L. Bhd. throughout all cargo oil tanks to be eliminated and replaced by .44" gussett brackets to connect upper strong beam to C/L Bhd. also 8" x 3" x .40" B.A. longitudinal stiffener fitted on opposite side of C.L. Bhd. for full length of each tank.

(Sgd.) S.T.

13.9.29.

CRABBLE MILL

EXTRA STRONG

X 2484146



© 2020

Lloyd's Register  
Foundation

WFO-006P(3/3)

✓  
✓  
Cadillac & SARANAC  
Specifications

---

S.S. "CADILLAC."

NEWCASTLE ON TYNE.

Report No. 85855

---

S.S. "SARANAC"

NEWCASTLE ON TYNE.

Report No. 86982

---



© 2020

Lloyd's Register  
Foundation