

15.9.00

<u>DIMENSIONS</u>	<u>BUILDERS</u>	<u>LLOYDS</u>
LENGTH BETWEEN PERPS	331' 0"	329' 21"
BREADTH EXTREME	47' 0"	46' 80"
DEPTH OF HOLD ^{TO TOP} OF GIRDER	24' 9 1/2"	28' 29"
DEPTH MOULDED	27' 4 1/2"	23' 4"
Nº FOR FRAMES	91' 6"	46' 91"
PLATING	30155' 63"	28' 29"
EQUIPMENT	34151' 61"	98' 60"
DEPTHS TO LENGTH	11' 63"	7' 00"
BREADTHS	7' 03"	91' 60"

CLASS 100. A. 1.

LENGTH OF ERECTIONS 13721
" " VESSEL 32921 $\times \frac{1}{8} = \frac{1}{19.19}$

$$\frac{32460.1}{19.19} - \frac{1691.51}{19.19} + 32460.1 = 34151.61 \text{ EQUIPMENT N}^{\circ}$$

EQUIPMENT.

2 BOWER ANCHORS (STOCKLESS)	47½ CWT.
1 " " "	40¼ "
1 STREAM " (EX STOCK)	11½ "
1 KEDGE " " "	5½ "
270 FATHOMS OF STUD CHAIN CABLE	2" DIA ^B
90 " " STREAM CHAIN	1¾ " OR 4½ STEEL WIRE
120 " " TOWLINE 12" HEMP OR 4" STEEL WIRE	
90 " " " WARP 7" HEMP (2 OFF)	
90 " " " 7" " (2 OFF)	

FRAMES IN HOLDS $6' \times 3\frac{1}{2} \times \frac{10}{20}$ FOR $\frac{3}{4}L$ TO $6' \times 3\frac{1}{2} \times \frac{9}{20}$ AT ENDS, SPACED $24"$ APART
PEAKS $5\frac{1}{2} \times 3\frac{1}{2} \times \frac{8}{20}$ WITH $4' \times 3\frac{1}{2} \times \frac{9}{20}$ REVERSE BARS
FRAMES IN FORE PEAK SPACED $23\frac{1}{4}"$ APART + SHELL PLATING IN WAY OF SAME
 INCREASED $\frac{1}{20}"$ IN THICKNESS.
TANK FRAMES $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{9}{20}$ TO $\frac{8}{20}$ DOUBLE FROM $\frac{3}{4}L$ TO COLLISION B^H FROM MARGIN PLATE TO MARGIN PLATE
REVERSE = $6\frac{1}{2} \times 3\frac{1}{2} \times \frac{10}{20}$ FOR $\frac{3}{4}L$ TO $6\frac{1}{2} \times 3\frac{1}{2} \times \frac{9}{20}$ AT ENDS ALL TO UPPER DECK.
ALTERNATE REVERSE BARS TO FORECASTLE DECK DOUBLE WITHIN TANK SIDES IN ENG + BOILER SPACE
FRAMES + REVERSE FRAMES INCREASED IN WAY OF HATCHWAYS AS PER PROFILE.
BULKHEADS $\frac{3}{20}"$ BOTTOM $\frac{6}{20}"$ AT TOP STIFFES VERTICAL + HORIZONTAL $\frac{7}{8} \times 3 \times \frac{12}{20}$ BULB ANGLES
 KNEED TO TANK TOP + SHELL, $4' 0"$ APART.
STEM $11' \times 2\frac{3}{4}"$ TO $9\frac{5}{8} \times 2\frac{3}{8}"$ AT HEAD ^{to stern} STERN FRAME $11' \times 6\frac{1}{2}"$ TO $11' \times 2\frac{3}{4}"$ AT HEAD
RUDDER HEAD $8\frac{1}{2}"$ DIA^S HEEL + PINTLES $4\frac{1}{4}"$ DIA^A
 ALL KEELSON INTERCOSTAL + STRINGER ANGLES ABOVE $\frac{7}{20}"$ REDUCED $\frac{1}{20}"$ FOR $\frac{1}{2}$ AT ENDS.

ALL SHELL BUTTS TREBLE OVERLAPS BELOW SHEER STRAKE
SHEER STRAKE BUTTS, OVERLAPPED & QUADRUPLE RIVETED FOR $\frac{3}{4}$ LENGTH.
SHELL LANDING RIVETS IN FLAT OF BOTTOM FORM^D OF $\frac{3}{4}$ L 4 DIARS APART,
& FRAME RIVETS THROUGH SHELL IN WAY OF SAME $5\frac{1}{2}$ DIA^R APART

GIRDERS EXTENDED FORWARD & ADDITIONAL INTERCOSTALS AS PER SEC 24, PAR 2

ARRANGEMENT OF BOTTOM UNDER BOILERS.
WITH CROSS PLATING AS APPROVED IN PREVIOUS CASES

SHELL NOT REDUCED UNDER BOILERS

NOTE: ADDITIONS IN LIEU OF KEEL DOUBLING $2\frac{1}{4} \times 20$ ¹³

CENTRE GIRDER INCREASED $2\frac{1}{2}$ FOR $\frac{1}{2}$ L

FLAT KEEL $\frac{3}{20}$

B STRAKE $\frac{1}{20}$

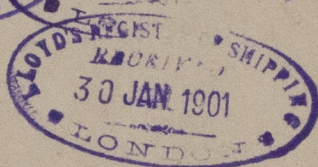
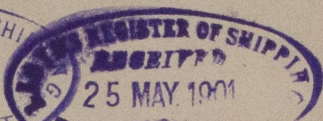
W. GRAY & Co. LIMITED.
WEST HARTLEPOOL.

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Midship Section



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"Vaughall Bridge"

Hpl. Report No. 11527

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