

# T.S.M.V. "MANOORA" MIDSHIP SECTION

SCALE:  $\frac{1}{2}'' = 1$  FOOT.

TO CLASS 100 A.I. WITH FREEBOARD CORRESPONDING  
TO A MOULDED DRAFT NOT EXCEEDING 23'-3 $\frac{1}{2}$ " (WINTER).  
DIMENSIONS: 478'-6" OVERALL ON UPPER DECK; 460'-0" B.P. x 66'-0" MLD  
x 35'-6" MLD TO UPPER DECK.

FORGINGS		
STEM	10' x 2 $\frac{3}{4}$ "	ROLLED STEEL BAR
STERNFRAME		CAST STEEL
RUDDER	PLAN OF RUDDER & STERN FRAME AS PER APPROVED PLAN	

EQUIPMENT		
2 BOWER ANCHORS	STOCKLESS	EACH 90 CWTs
1 BOWER ANCHOR		77 $\frac{1}{2}$ CWTs
1 STREAM ANCHOR	EX STOCK	26 $\frac{1}{2}$ CWTs
300 FATHOMS	2 $\frac{3}{4}$ " STWD CHAIN CABLE (TAYCO)	905 CWTs
1-120	5' STEEL WIRE	24 SPECIAL FLEXIBLE
1-130	5 $\frac{1}{2}$ "	24 SPECIAL FLEXIBLE
4-100	8' MANILLA HAWSERS	
2-100	8' MANILLA WARPS	
4-100	7' MANILLA HAWSERS	
2-60	10' MANILLA TOW ROPE	
4-60	3' FLEXIBLE STEEL WIRE SPRINGS (GALV)	6'37"
2-60	3 $\frac{1}{4}$ "	
2-26 FEET	12' MANILLA SPRINGS	
2-44	12'	

DOUBLE BOTTOM				
	1/2 LENGTH	ENDS	ENG SPACE	REMARKS
CENTRE GIRDER PLATE	44' x 58'	46'	70'	
" TOP ANGLE	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 54'	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 50' (SEE ENG SEAT)		DOUBLE THROUGHOUT
" KEEL	5 x 5 x 42'	5 x 5 x 56'		
FLOORS	42'	42'	50'	50' AT W.T. FLOORS; 42' CLEAR OF ENG SEAT
WING BRACKETS	44'	44'	44'	FLANGED THROUGHOUT
FRAME ANGLES	4 x 3 $\frac{1}{2}$ x 46'	4 x 3 $\frac{1}{2}$ x 46'	4 x 3 $\frac{1}{2}$ x 55'	SINGLE 6'6" FROM 1/2 L. FORD.
REV. FR.	4 x 3 $\frac{1}{2}$ x 46'	4 x 3 $\frac{1}{2}$ x 46'	6 x 6 x 55'	6'6" UNDER THRUST
INTERCOSTAL PLATES	42'	42'	50'	
" TOP ANGLES	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 46'	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 46'	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 55'	DOUBLE UNDER ENG. & THRUST SEATING.
" BOTTOM	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 46'	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 46'	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 55'	
VERT ANGLES ON C <sup>8</sup> GIRDER	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 46'	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 46'	6 x 6 x 40'	6'6" UNDER THRUST.
" MARGIN (INSIDE)	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 46'	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 46'		5'5" AT PANTING FRAMES.
" (OUTSIDE)	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 46'	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 46'	6 x 6 x 50'	5'5" "
" INTERCOSTALS	3 x 3 x 40'	3 x 3 x 40'	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 48'	DOUBLE UNDER ENG. & THRUST & 6'6" x 62' SINGLE
STIFFERS ON W.T. FLOORS	6 x 3 x 48'	6 x 3 x 48'	6 x 3 x 48'	SPACED 2'6" APART.
TANK TOP CENTRE STRAKE	54' x 52'	44'	65'	52' CLEAR OF ENGINE SEAT.
" PLATING	44'	40'	65'	CEILING UNDER HATCHES.
TANK MARGIN PLATE	34' FOR 33' AFT OF R. ROUVER AT AFT END	54'		
" ANGLE	4 x 3 $\frac{1}{2}$ x 54'	4 x 3 $\frac{1}{2}$ x 54'	5 x 5 x 54'	
GUSSETS, CONTINUOUS PLATE	42'	42'		

BRIDGE DECK  
CAMBER 2' ON 66'-0"

FORE DECK STRINGER PLATE	36' x 38'
" ANGLE	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 38'
" GUTTER	3 x 2 $\frac{1}{2}$ x 38'
BRIDGE DECK STRINGER PLATE	63' x 50'
" ANGLE	5 x 5 x 50'
" GUTTER	3 x 2' x 38'

5'2 $\frac{1}{2}$ " TEAK DECK OUTSIDE ACCOMMODATION  
PASSENGER DECK

	INSIDE BRIDGE	OUTSIDE BRIDGE	END
UPPER DECK STRINGER PLATE	63' x 44'	63' x 78'	41' x 44'
" ANGLE	3 x 3 x 44'	6 x 6 x 78'	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 44'
" CHOCK	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 45'	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 44'	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 44'

UPPER DECK (OWNERS SHELTER DK)  
CAMBER 2' ON 66'-0"

5'3" TEAK DECK OUTSIDE ACCOMMODATION  
PASSENGER DECK

	1/2 LENGTH	ENDS	INSIDE BRIDGE
SECOND DECK STRINGER PLATE	50 $\frac{1}{2}$ x 45'	38 $\frac{1}{2}$ x 36'	50 $\frac{1}{2}$ x 38'
" ANGLE	3 x 3 x 45'	3 x 3 x 36'	3 x 3 x 38'
" CHOCK	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 45'	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 36'	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 45'

SECOND DECK (OWNERS UPPER DK)  
CAMBER 3' ON 66'-0"

PASSENGER DECK

	1/2 LENGTH	ENDS
THIRD DECK STRINGER PLATE	54' x 34'	38' x 34'
" ANGLE	3 x 3 x 34'	3 x 3 x 34'
" CHOCK	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 45'	3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 36'

THIRD DECK (OWNERS MAIN DK)  
CAMBER 3' ON 66'-0"

CARGO DECK

FOR SCANTLINGS OF BEAMS, BEAM KNEES & DECK PLATING  
SEE DECK PLANS.

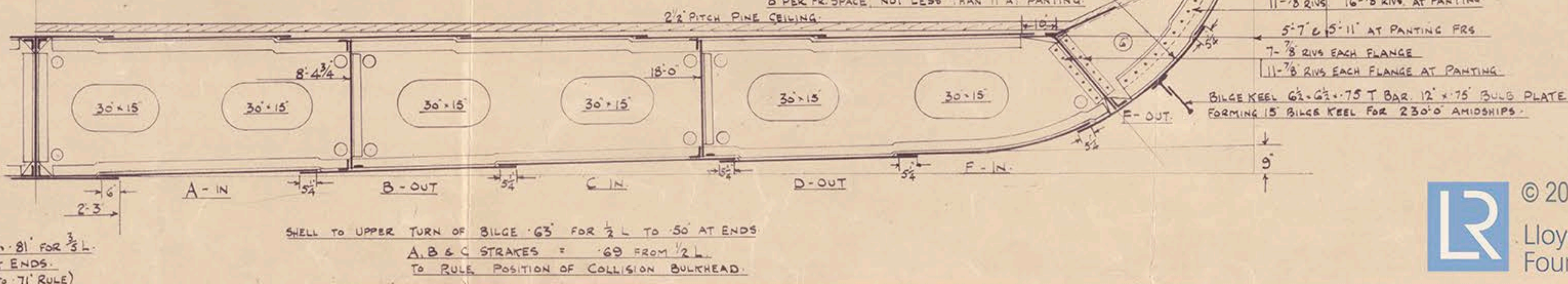
	CRUISER STERN	AFT PEAK	N <sup>o</sup> 5 HOLD	N <sup>o</sup> 4 HOLD	N <sup>o</sup> 3 HOLD	ENGINE ROOM	OIL FUEL TANKS	N <sup>o</sup> 2 HOLD	N <sup>o</sup> 1 HOLD	PANTING	FORE PEAK
FRAME SPACING	24'	24'	30'	30'	30'	30'	30'	30'	27'	27'	24'
FRAME	7'3 $\frac{1}{2}$ x 45 BA (NBS)	7'3 $\frac{1}{2}$ x 45 BA (NBS)	9'3 $\frac{1}{2}$ x 40 BA (NBS)	8'3 $\frac{1}{2}$ x 45 BA (NBS)	9'3 $\frac{1}{2}$ x 40 BA (NBS)	8'3 $\frac{1}{2}$ x 45 BA (NBS)	9'3 $\frac{1}{2}$ x 40 BA (NBS)	9'3 $\frac{1}{2}$ x 40 BA (NBS)	9'3 $\frac{1}{2}$ x 40 BA (NBS)	11'3 $\frac{1}{2}$ x 43 BA (NBS)	7'3 $\frac{1}{2}$ x 45 BA (NBS)
	TO UPPER DK	TO UPPER DK	TO TUNNEL FLAT	TO TUNNEL FLAT	TO TUNNEL FLAT	TO TUNNEL FLAT	TO TUNNEL FLAT	TO TUNNEL FLAT	TO TUNNEL FLAT	TO TUNNEL FLAT	TO TUNNEL FLAT
			FROM TUNNEL FLAT	FROM TUNNEL FLAT	FROM TUNNEL FLAT	FROM TUNNEL FLAT	FROM TUNNEL FLAT	FROM TUNNEL FLAT	FROM TUNNEL FLAT	FROM TUNNEL FLAT	FROM TUNNEL FLAT
			FROM TOP OF TANK	FROM TOP OF TANK	FROM TOP OF TANK	FROM TOP OF TANK	FROM TOP OF TANK	FROM TOP OF TANK	FROM TOP OF TANK	FROM TOP OF TANK	FROM TOP OF TANK
			FROM BRIDGE DK	FROM BRIDGE DK	FROM BRIDGE DK	FROM BRIDGE DK	FROM BRIDGE DK	FROM BRIDGE DK	FROM BRIDGE DK	FROM BRIDGE DK	FROM BRIDGE DK
			CUT & BKT. AT TUNNEL FLAT	CUT & BKT. AT TUNNEL FLAT	CUT & BKT. AT TUNNEL FLAT	CUT & BKT. AT TUNNEL FLAT	CUT & BKT. AT TUNNEL FLAT	CUT & BKT. AT TUNNEL FLAT	CUT & BKT. AT TUNNEL FLAT	CUT & BKT. AT TUNNEL FLAT	CUT & BKT. AT TUNNEL FLAT

SEE ALSO BOSSING, F.W. TANKS & OF TANK PLANS.

CEILING IN HOLDS 2 $\frac{1}{2}$ " PITCH PINE ON 4' x 1 $\frac{1}{2}$ " BEARERS.  
CEILING ON TUNNEL FLAT 2 $\frac{1}{2}$ " PITCH PINE ON 4' x 1 $\frac{1}{2}$ " BEARERS.

NO MANHOLES IN FLOORS OR INTERCOSTALS  
UNDER WIDELY SPACED PILLARS.

CONTINUOUS GUSSET FROM AFT TO 1/4 LENGTH FROM STEM.  
RIVETS TO MARGIN 7/8" DIA. SPACED 5 DIAS. APART.  
FORP OF 1/4 L. TO PANTING POSITION NOT LESS THAN  
8 PER FT. SPACE, NOT LESS THAN 11 AT PANTING.



KEEL 54' x 81' FOR 3/4 L.  
TO 71' AT ENDS.  
(55' x 81' TO 71' RULE)

SHELL TO UPPER TURN OF BILGE 63' FOR 1/2 L. TO 50' AT ENDS.  
A, B & C STRAKES = 69' FROM 1/2 L.  
TO RULE POSITION OF COLLISION BULHEAD.

ALEXANDER STEPHEN & SONS, LTD.  
SHIPBUILDERS & ENGINEERS  
GLASGOW.  
PLAN NO. 110  
DATE 29.1.35



Glasgow.

Alex. Stephens & Sons. Ltd.

No. 540.

Tw. Se. Motorship "MANOORA".

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MIDSHIP SECTION  
AS BUILT.

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