



Principal Dimensions

Length B.P.	416.0'
Breadth Extr.	59.102'
Breadth Mid.	59.7'
Depth Mid. Upper Dk.	37.4'
Depth Mid. Second Dk.	28.7'
Depths to Length-Upper Dk.	11.14'

S. S. EMPIRE CRANMER

MIDSHIP SECTION

Class - B.S. with freeboard, with scantlings as per B.O.T. requirements for a draft of 26.10 moulded.

Scale 1/2" = 1 foot.

All sections New British Standards

$$\begin{aligned} \text{C.N.} & 417.5 \times 59.5 \times 57.2 \times 75 = 6959. \\ 70 \times 45.0 \times 7.5 \times 50 & = 118. \\ & 7077 \end{aligned}$$

Equipment Numerical

To freeboard deck	416.33 x 59.58 x 28.58 x 74	5259
Sneller in decks	416.33 x 59.25 x 9.04 x 75	1116
Engs House	40 x 45 x 75 x 75	51
Casing & Galleys	30 x 20 x 75 x 75	17
Saloon House	30 x 45 x 75 x 75	38
After Dikhouse	30 x 22 x 75 x 75	19
		6500

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Sheerstrake 84"x70" with
tween dk. frames on every frame
to .45' at ends.

Quad. riveted end laps.
Treble at ends.

Strake below sheerstrake
78"x60" to .45' at ends.
Treble riveted end laps.

Side shell .60 with 30" spacing
to .45' at ends.
Treble riveted end laps.

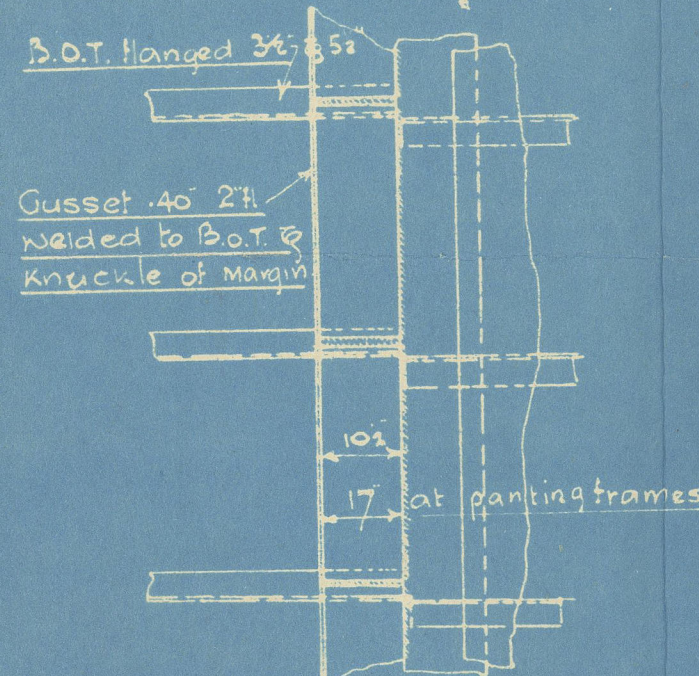
Side shell 25% above end thickness
= .56' in way of Panting in lieu of
stringers for a distance aft of
rule position of collision bulkhead
equal to 10% L of vessel.

Side shell 25% above end thickness
= .56' in way of Fore Peak Tank in lieu
of stringer connections to shell.

Boat plating .70

Outer plate increased 25% above Rule.

Sketch of Tank Gussels.



Riveting of 6"x6" Bottom Frames
from 1/2L forward to coll. Bulkhead.



Upper deck stringer 65 1/2" x 65" to 30 1/2" x 45"
Quad. riveted end laps.
Stringer angle 6"x6"x5" to 3"x3"x7/8"

Upper Deck plating .60 to .32"
Triple riveted end laps for 1/2L to
Single at ends where not exceeding .42"

Upper Deck plating between openings .40 to .35 to .32"
Double riveted end laps for 1/2L
Single riveted end laps at ends.

4-7/8" rivets where
not attached to runner.

14 1/2" camber.

Runner 6"x3 1/2" x 12" angle
Beam lugs 6"x3 1/2" x 8"

Single channel pillars reeled
two frame spaces apart as
per Profile.
Double at hatch ends with
brackets at top & bottom of each.

Pillars welded to deck

Upper Deck Beams.
See Deck Plan.

Tween deck frames 6"x2 1/2" angles on every frame
and as per Profile for increased tween decks forward
Scorped to main frames with 5-7/8" rivets.
Main frames carried up to Upper Deck at Main Hatch Ends.

Second Deck stringer 59 1/2" x 45" to 37 1/2" x 35"
Double riveted end laps.

Second Deck plating .35 to .30"
Double riveted end laps for 1/2L to single at ends.

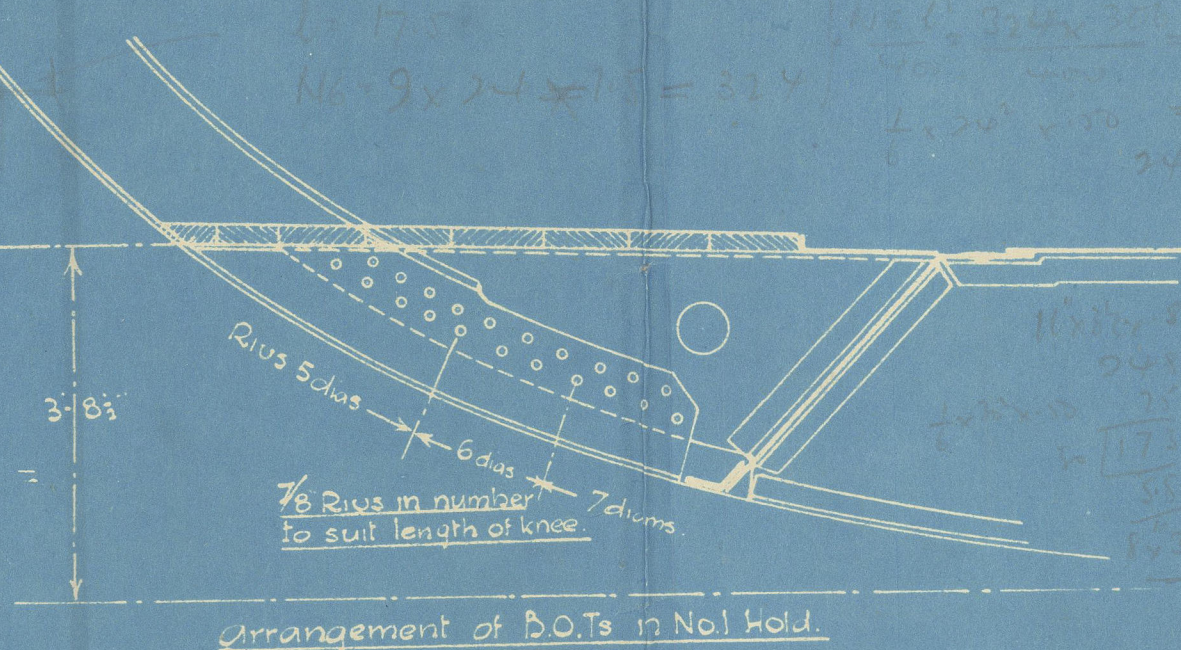
Second Deck Beams
see Deck Plan

Knees 36"x42" (27" to beam)
8-7/8" rise in each arm.
Knees at 1/2 beams similar

7/8" diam airholes in frames beams &
bulkhead stiffeners - 2' apart.

Main frames 12"x4"x7/8" channels to 2 1/2" dk in ER & No.3 Hold 30" apart.
" " 12"x4"x1 1/2" " " " " B.R. & Cross Bunker " "
" " 12"x4"x3/4" " " " " Nos. 2,4 & 5 Holds " "
" " 15"x4"x1 1/2" " " " " No.1 Hold 27" apart.
Peak frames 8"x3 1/2" x 35" B.A. spaced 24" apart.

Riveting of side frames to shell
6" dia. apart at 30" spacing.
7 " " " 27 " "
5 1/2 " " for 10% L aft of rule position of collision bulkhead.
5 1/2 " " in Peak Tanks.



Arrangement of B.O.T.s in No.1 hold.

Margin plate 41"x54" .60 B.S. Treble riveted end laps.

Margin angle 4"x4 1/2" (cemented in B.S.)
B.O.T.s 8 1/2"x45 1/2" in E.R. Cross Bunker & No.3 Hold .55 B.S. 44"x45" flanged in No.1 Hold. 76"x45" elsewhere.
B.O.T. connections 6"x4 1/2" T-bar 3/8" B.S. 9-7/8" rise each flange. 10 1/2" welded gusset fl. 2" (alternatively 3 1/2"x3 1/2" x 1/2" angle 3/8" B.S.)
B.O.T. connections in panting area 6"x4 1/2" T-bar 3/8" B.S. 9-7/8" rise each fl. 17" welded gusset fl. 2" (alternatively 3 1/2"x3 1/2" x 1/2" angle 3/8" B.S.)
Floors to margin 6"x4 1/2" T-bar 3/8" B.S. to 3 1/2" rise to floor (alternatively 3 1/2"x3 1/2" x 1/2" angle 3/8" B.S.)
Floors to margin in Panting Area 6"x4 1/2" T-bar (alternatively 3 1/2"x3 1/2" x 1/2" angle 3/8" B.S.)

2 1/2" Bilge ceiling in Cross Bunker & No.3 hold.

Note - Bilge frame and bottom frame
ordered and turned 2 1/2" in one length.

Bottom shell .60 with 30" spacing to .50' at ends.

Treble riveted end laps. Rivets in bottom frames to shell & floors spaced 7' dia.

Three strokes of shell next to keel to be 10" above 30" thickness = .65' (.60 in way of 27" spacing) from 1/2L to collision bulkhead.

Keel 52"x78" for 3 1/2" to .60' at ends.

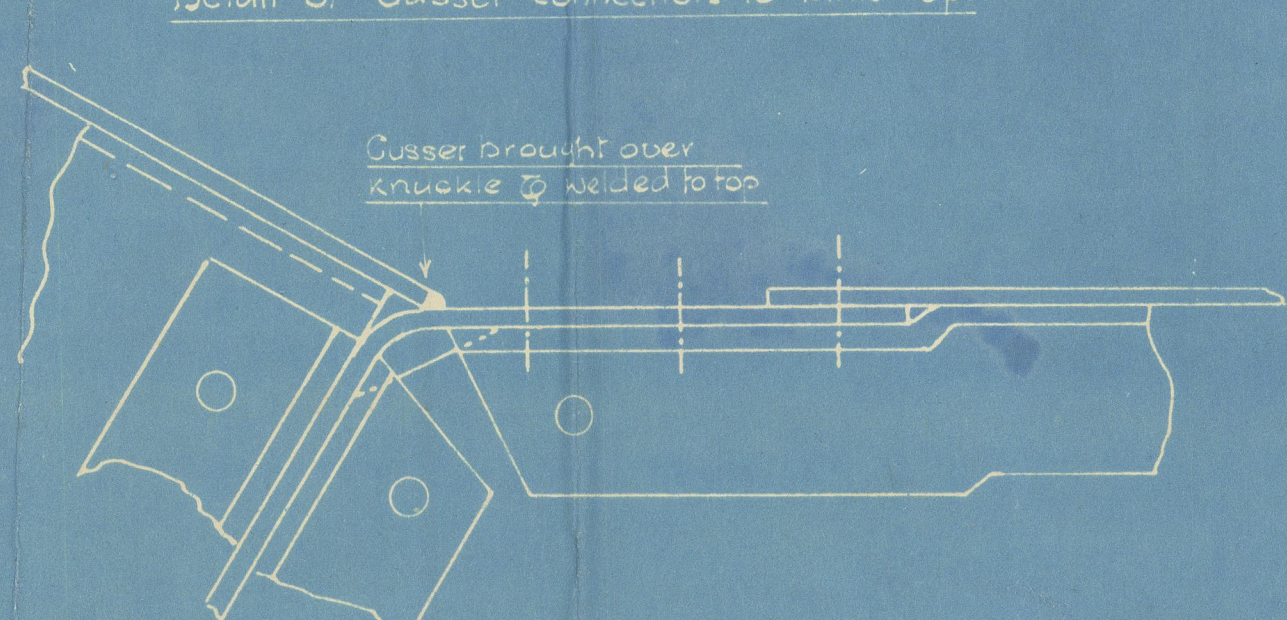
Quadruple riveted end laps for 1/2L

Treble riveted end laps at ends where .70' and under.

1 rivet in end laps above .72" .78' at ends.

7/8" rivets in seams & frames.

Detail of Gusset connections to Tank Top.



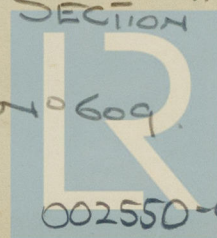
Detail of B.O.T.s aft of free & fore of No.1 hold.

THOMPSON'S. NO 610.

EMPIRE CRANMER.

AS FITTED. "MIDSHIP SECTION"

ALSO FOR. "EMPIRE LAWRENCE" SHIP NO 609.



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Midship Section (AS BUILT)

J. L. Thompson & Sons

N^o 610 [ALSO FOR
N^o 609]

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Arietta ex Thraki
ex EMPIRE CRANMER.

Thraki



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