

~~No 325~~ 267 MIDSHIP SECTION

SCALE $\frac{1}{2}$ " = 1 FOOT

DIMS: 230'-0" B.P. x 35'-6" MLD x 24'-6" MLD SHELTER DK.

CLASS B.S.*

(SCANTLINGS CORRESPOND TO SUMMER DRAFT MLD = 16'-6 $\frac{1}{2}$ ")

L = 230'00" (LEN. OR 239'0" CRUISER STERN) B = 35'00" D = 17'00" (7'-6" TWEEN DKS)

d = 16'54"

C.N.

$$\frac{230 \times 35 \times 24 \times 17}{100} = 1500$$

$$\frac{43 \times 21 \times 5 \times 7 \times 2 \times 5 \times 10}{100} = 47$$

$$\frac{27 \times 20 \times 7 \times 0 \times 5 \times 1}{100} = 25$$

$$1572$$

EQUIPMENT:

- 2 BOWER ANCHORS EACH 28" STOCKLESS
- 1 DO DO DO 24" DO
- 1 STREAM ANCHOR 9" EX STOCK
- NO KEDGE ANCHOR
- 240 FMS 19/16 STUD CHAIN CABLE
- 75 FMS 3" S.W.R. STADAM
- 90 FMS 3" S.W.R. TOWLINE
- 100 FMS 6" HEMP OR 2" S.W.R. HAWSER
- 100 FMS 5" HEMP OR 1 3/4" S.W.R. WARP
- SEE SPECIFICATION FOR OWNERS' ADDITIONAL REQUIREMENTS

NOTE: ALL SECTIONS ON THIS PLAN ARE BASED ON OLD BRITISH STANDARD SECTIONS. SHOULD THE NEW STANDARDS BE ADOPTED THEN EQUIVALENT 1/4" TO BE PROVIDED FOR ALL SECTIONS & IN THE CASE OF FRAMES EQUIVALENT 1" TO BE PROVIDED. SAME APPLIES TO CONTINENTAL SECTIONS. CONVERSION LISTS TO BE SUBMITTED.

NOTE: THE OWNERS REQUIREMENTS GIVEN BELOW ARE ADDITIONAL TO THE SCANTLINGS, AS SHOWN ON THIS PLAN & PROFILE & DECK, WHICH ARE BASE CLASSIFICATION REQUIREMENTS. SPECIFICATION TO BE CONSULTED IN ALL INSTANCES.

OWNERS REQUIREMENTS.

- BAR JOGGLED WHEREVER POSSIBLE
- NO PLATES JOGGLED
- NO PLATES FLANGED WITHOUT OWNERS' CONSENT.
- IN ENG & BOILER SPACES. TANK TOP, FLOORS, ANGLES & INTERCOSTALS TO BE 25% OVER CLASSIFICATION REGTS
- NO DECREASE IN THICKNESS OF KEEL ON A/C OF RUBBER DKS
- BLUE KEEL TEE BARS 20" THICKER THAN CLASSIF REGTS
- TANK END FLOORS ADJACENT TO SINGLE BOTTOM 25% OVER CLASS REGTS
- SEAMANT FOR ICE - SEE B.P. 198. SPEC. & SCANTLING PLAN.
- RUBBER 10" & HELL PART OF STERN FRAME. SECTIONAL AREA 10% OVER CLASS REGTS
- RUBBER FRAME 10% OVER CLASS REGTS & RUBBER AREA TO BE 10% OVER USUAL AMOUNT RUBBER HEAD OF BOW DIA
- TUNNEL TOP DOUBLED UNDER HATCHES
- MASTS 2" GREATER DIA & 2" THICKER THAN CLASS REGTS
- STEERING CHAINS + 10% OVER CLASS REGTS
- G.W.T. BHP'S RIGGING 25% OVER CLASS REGTS

OUTER KEELSON CONTINUATION OF TANK MARGIN PLATE. INTERCOSTAL PLATE 4" x 10" SHELL ANGLE 3" x 3" x 42" VERTICAL ANGLE 3" x 3" x 42" SING. DOUBLE UNDER BOILER BEARERS. TOP ANGLE 8" x 3" x 38" + 10" B.P. NO FOUNDATION PLATES.

INNER KEELSON CONTINUATION OF SIDE GIRDER. IN DOUBLE BOTTOM INTERCOSTAL PLATE 4" x 10" SHELL ANGLE 3" x 3" x 42" SING. VERTICAL LINE 3" x 3" x 42" + 10" SING. DOUBLE UNDER BOILER BEARERS. TOP ANGLE 6" x 3" x 42" + 10" VERT. FT NOTCHED OVER KEY ANGLES. NO FOUNDATION PLATES.

CENTRE KEELSON 24" x 46" + 10" FOUNDATION PLATES 2" x 16" x 6" + 10" TOP ANGLES 4" x 3" x 42" + 10" (4" HORIZ.) KEELSON PLATE 3" ABOVE BARS KEEL ANGLES 3" x 3" x 46" DOUBLE VERTICAL ANGLES 3" x 3" x 46" DOUBLE + 10" BUTTS 32

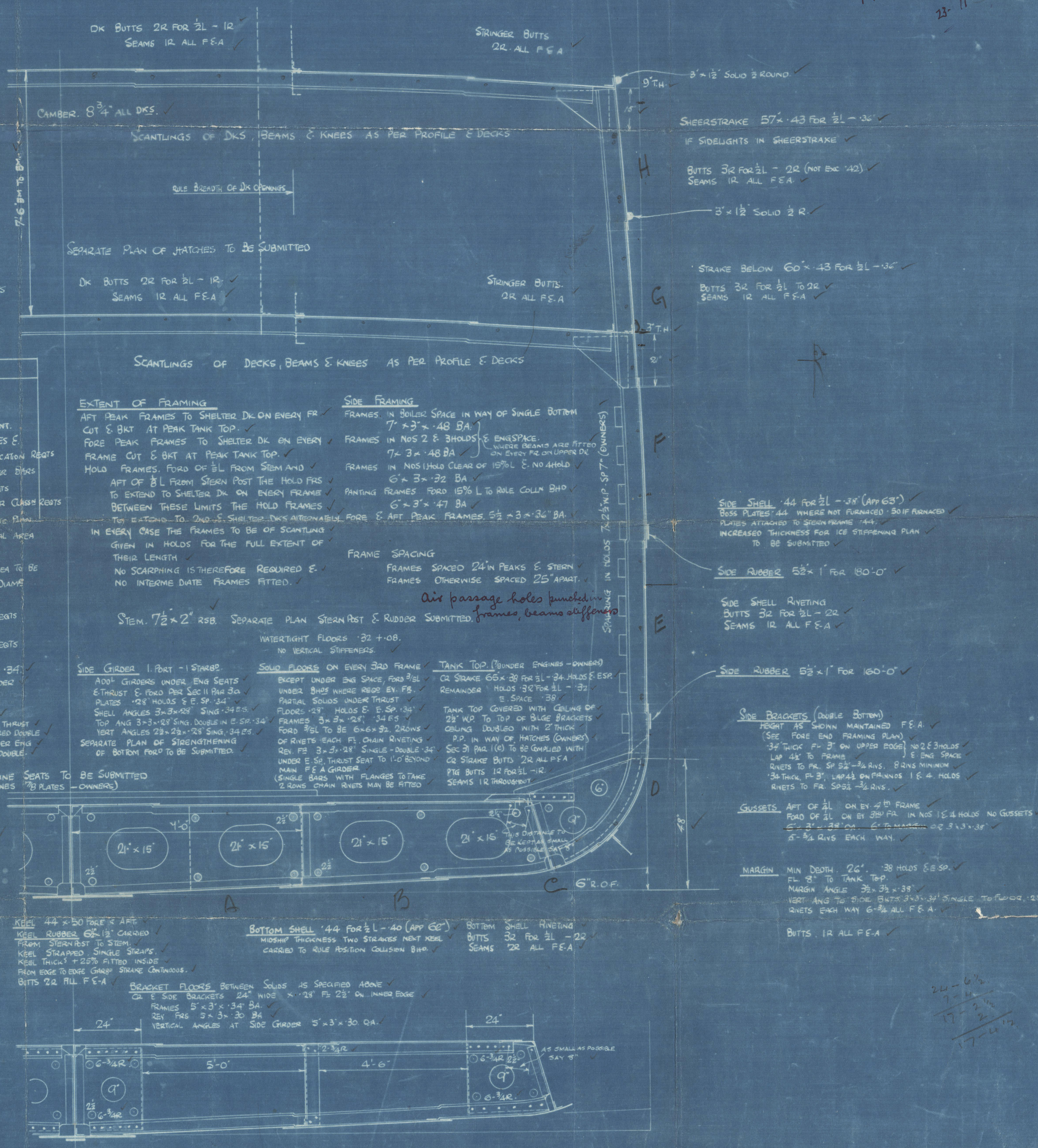
CENTRE GIRDER 31" x 38" FOR 3L - 34" TOP ANGLE 3" x 3" x 38" SINGLE EX UNDER ENGINE SPACE & THRUST KEEL ANGLE 3" x 3" x 42" FOR 3L - 42" SINGLE EX UNDER ENG SP. THRUST & FORD BARS WHERE REQUIRED DOUBLE VERTICAL ANGLES 3" x 3" x 34" SINGLE EX UNDER ENGS SP. & THRUST WHERE REAR DOUBLE BUTTS 24 FOR 3L - 24

SEPARATE PLAN OF ENGINE SEATS TO BE SUBMITTED (TANK TOP UNDER ENGINES)

NO OIL FUEL CARRIED IN DOUBLE BOTTOM

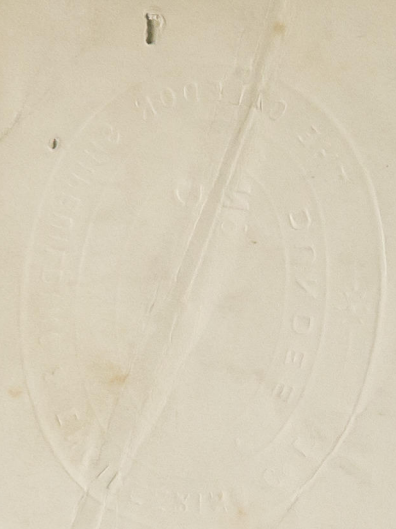
SOLID FLOORS EVERY FR IN BOILER SPACE 26% AT CR TO 22% AT SIDE ABOVE BASE 39" THICK + 10" BOTTOM FRAMES 3" x 3" x 39" REIN FRAMES SINGLE 2" x 3" x 42" + 10" DOUBLE UNDER BOILER BEARERS. BACK BARS 3" x 3" x 42" RNS EACH SIDE

NOTE: BOTTOM OF VESSEL CEMENTED OUT IN USUAL MANNER. FRAME ANGLES, GIRDER SHELL ANGLES & KEEL ANGLES HAVE NOT BEEN INCREASED WHERE THIS COVERED IN BOILER SPACE.



21 NOV 1922

Approved [Signature]
23-11-22



Ordinary floorplate 28'
Anchors in frame & beam.

Bag

1

Midship Section.

Hamage & Ferguson Ltd.

267.

J. L. 30/11/27.

23-11-27.

$\frac{5}{8}$ "Horsa"

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