

Nº 388.

MIDSHIP SECTION

SCALE = $\frac{1}{2}$ INCH = ONE FOOT.

L. LENGTH ON LOAD LINE	239' 6"
B. BREADTH MOULDED	37' 3 $\frac{1}{4}$ "
D. DEPTH MOULDED TO UPPER DECK	24' 0"
" " " " " " " "	16' 0"
1 st NUMERAL L x D	5748
2 nd " " " " " " " "	14674
L/D PROPORTIONS	9.9
d. FRAMING DEPTH	13.25

EQUIPMENT NUMBER	14674
2 nd NUMBER	77
STEERING GEAR HOUSE	22' 7' 6"
CASINGS	62' 5' 7' 25' 6"
CAPTAIN'S HOUSE	12' 5' 7' 25' 6"
FORECASTLE	24' 7' 25' 6"
	15147.25

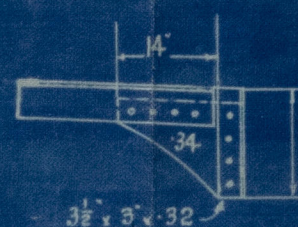
2 BOWER ANCHORS EACH	30 $\frac{1}{2}$ CWTs STOCKLESS
1 " " "	26 " "
1 STREAM " "	7 $\frac{1}{2}$ " EX STOCK
240 FATHOMS	1 $\frac{1}{2}$ STUO CHAIN CABLE
75 " "	3 $\frac{1}{2}$ STEEL WIRE STREAM HAWSER
90 " "	3 $\frac{1}{2}$ " " TOWLINE
2 at 90 " "	2 $\frac{1}{2}$ " " HAWSER
2 at 90 " "	1 $\frac{1}{2}$ " " WARPS

DIMENSIONS: - 240' 0" B.P. BREADTH M^{LD} 37' 3 $\frac{1}{4}$ ". DEPTH M^{LD} 16' 0".
- + 8' 0" TWEEN DECKS -

CLASS 100 A.1. WITH A FREEBOARD CORRESPONDING
TO A MAXIMUM DRAFT OF 16' 8" MOULDED (Summer)

FORECASTLE SIDE PLATING	32"
" STRINGER PLATE	24" x 30"
" " " " " " " "	ANGLE 3' 3' x 30"
" DECK PLATING	30"
" " " " " " " "	BEAMS 6' 3' x 32 B.A. SEE PROFILE

SHEERSTRAKE (RULE 46 $\frac{1}{2}$) x 46 TO 40 AT ENDS
BUTTS TREBLE RIVETED FOR $\frac{1}{2}$ L. DOUBLE AT ENDS
PROPOSED 66' x 44 TO 40 AT ENDS



CONNECTION OF BEAM KNEES TO SHELL
WHERE NO TWEEN DECK FRAMES ARE FITTED

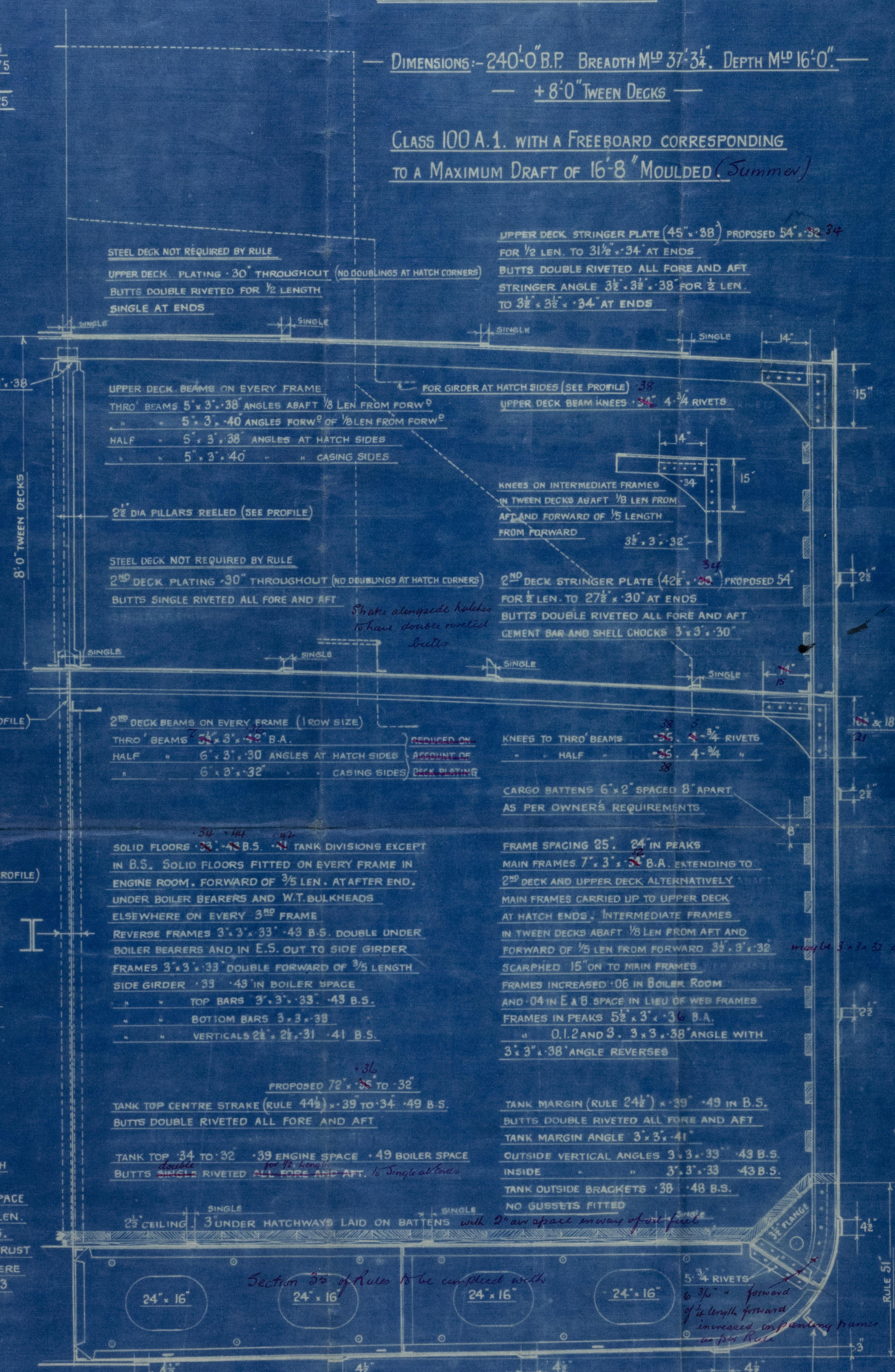
H. STRAKE 66' x 44 TO 40 AT ENDS
BUTTS TREBLE RIVETED FOR $\frac{1}{2}$ L. DOUBLE AT ENDS

G. STRAKE 66' x 44 TO 40 AT ENDS
BUTTS TREBLE RIVETED FOR $\frac{1}{2}$ L. DOUBLE AT ENDS

F. STRAKE 66' x 44 TO 40 AT ENDS
BUTTS TREBLE RIVETED FOR $\frac{1}{2}$ L. DOUBLE AT ENDS

E. STRAKE 59 $\frac{1}{2}$ x 44 TO 40 AT ENDS
BUTTS TREBLE RIVETED FOR $\frac{1}{2}$ L. DOUBLE AT ENDS

BILGE KEEL
4' x 3 $\frac{1}{2}$ x 40" ANGLE
7 $\frac{1}{2}$ x 36" BULB PLATE



FOR SCANTLINGS OF HOLD PILLARS (SEE PROFILE)

STEM BAR	7 $\frac{1}{2}$ x 2
PROPELLER POST	7 $\frac{1}{2}$ x 5 $\frac{1}{2}$
RUDDER	6 $\frac{1}{2}$ x 5 $\frac{1}{2}$
PROPELLER BOSS PLATE	50"

CENTRE GIRDER 33' x 44" FOR $\frac{1}{2}$ LEN TO
36" AT ENDS 54" IN BOILER SPACE
BUTTS TREBLE RIVETED FOR $\frac{1}{2}$ LENGTH
DOUBLE AT ENDS
TOP BAR 3' 3' x 41" TO 40" BOILER SPACE
DOUBLE IN E.S. AND FORWARD OF $\frac{1}{5}$ LEN.
VERTICAL BARS 3' 3' x 33' 43 B.S.
DOUBLE IN ENGINE SPACE UNDER THRUST
AND BOILER BEARERS SINGLE ELSEWHERE
BOTTOM BAR 3 $\frac{1}{2}$ x 3 $\frac{1}{2}$ x 45 TO 43
DOUBLE FORWARD OF $\frac{1}{5}$ LENGTH
SINGLE ELSEWHERE

SOLID FLOORS 33' x 43 B.S. 41 TANK DIVISIONS EXCEPT
IN B.S. SOLID FLOORS FITTED ON EVERY FRAME IN
ENGINE ROOM. FORWARD OF $\frac{1}{5}$ LEN. AT AFTER END.
UNDER BOILER BEARERS AND W.T. BULKHEADS
ELSEWHERE ON EVERY 3RD FRAME
REVERSE FRAMES 3' 3' x 33' 43 B.S. DOUBLE UNDER
BOILER BEARERS AND IN E.S. OUT TO SIDE GIRDER
FRAMES 3' 3' x 33' 43 B.S. DOUBLE FORWARD OF $\frac{1}{5}$ LENGTH
SIDE GIRDER 33' 43" IN BOILER SPACE
TOP BARS 3' 3' x 33' 43 B.S.
BOTTOM BARS 3' 3' x 33
VERTICALS 2 $\frac{1}{2}$ x 2 $\frac{1}{2}$ x 31 41 B.S.

PROPOSED 72' x 35 TO 32
TANK TOP CENTRE STRAKE (RULE 44 $\frac{1}{2}$) x 39 TO 34 49 B.S.
BUTTS DOUBLE RIVETED ALL FORE AND AFT

TANK TOP 34 TO 32 39 ENGINE SPACE 49 BOILER SPACE
BUTTS SINGLE RIVETED ALL FORE AND AFT. 16 Single at ends

25 CEILING 3 UNDER HATCHWAYS LAID ON BATTENS with 2" air space in way of deck

FRAME SPACING 25' 24" IN PEAKS
MAIN FRAMES 7' 3' x 32 B.A. EXTENDING TO
2ND DECK AND UPPER DECK ALTERNATIVELY AFT
MAIN FRAMES CARRIED UP TO UPPER DECK
AT HATCH ENDS. INTERMEDIATE FRAMES
IN TWEEN DECKS AFT $\frac{1}{8}$ LEN FROM AFT AND
FORWARD OF $\frac{1}{5}$ LEN FROM FORWARD 3 $\frac{1}{2}$ x 3 $\frac{1}{2}$
SCARPHED 15" ON TO MAIN FRAMES
FRAMES INCREASED 106 IN BOILER ROOM
AND 04 IN E.S. SPACE IN LIEU OF WEB FRAMES
FRAMES IN PEAKS 5 $\frac{1}{2}$ x 3' x 36 B.A.
0.1.2 AND 3' 3' x 38" ANGLE WITH
3' 3' x 38" ANGLE REVERSED

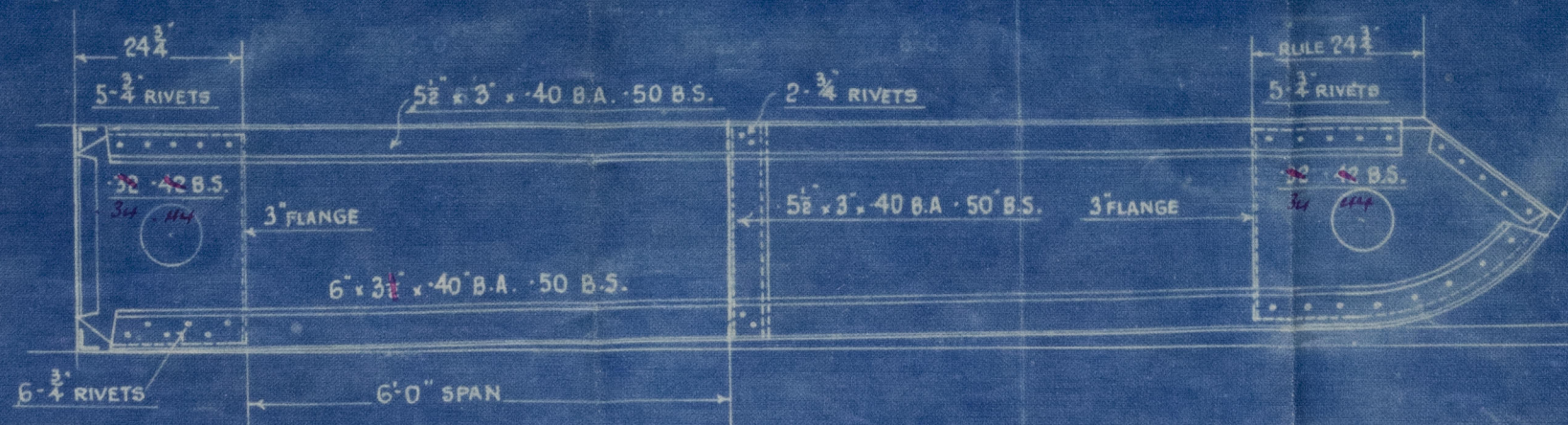
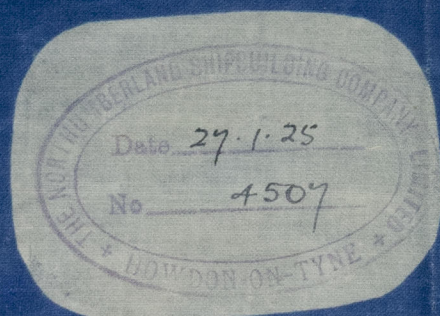
TANK MARGIN (RULE 24 $\frac{1}{2}$) x 39 49 IN B.S.
BUTTS DOUBLE RIVETED ALL FORE AND AFT
TANK MARGIN ANGLE 3' 3' x 41"
OUTSIDE VERTICAL ANGLES 3' 3' x 33' 43 B.S.
INSIDE " 3' 3' x 33' 43 B.S.
TANK OUTSIDE BRACKETS 38 48 B.S.
NO GUSSETS FITTED

FLAT PLATE KEEL (OUT) B. STRAKE IN 61" C. STRAKE OUT 61" D. STRAKE IN AND OUT 61"

44' x 52" FOR $\frac{1}{5}$ L. TO 48" AT ENDS
BUTTS TREBLE RIVETED THROUGHOUT

B, C, D AND E STRAKES 44 FOR $\frac{1}{2}$ LEN. TO 40 AT ENDS
B, C, D - E (BUTTS TREBLE RIVETED FOR $\frac{1}{2}$ LEN DOUBLE AT ENDS)
B, C AND D " TO MAINTAIN MIDSHIP THICKNESS TO COLLISION BULKHEAD
BOTTOM STRENGTHENED FORWARD AS PER RULE

See appl. bottom strengthened for



DATE	27.1.25
NO.	4507
NAME	W. ROBINSON
DATE	27.1.25.



03401-00408-0121

(1)
Midship Section
No. 388
Northumberland S. R. Co. Ltd

S. S. "WAIPAHU."

NEWCASTLE ON TYNE.

Report No. 79452.



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Foundation

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