

M.V. N° 325. MIDSHIP SECTION.

SCALE - 1/2" = 1 FOOT.

DIMENSIONS - 425'-0" L.B.P. x 58'-6" B.M.L.D. x 37'-8" D.M.L.D. TO UPPER DECK.
CLASS + 100 A1 WITH FREEBOARD. x 28'-2" D.M.L.D. TO SECOND DECK.
CORRESPONDING TO A DRAFT NOT EXCEEDING THAT CONTEMPLATED BY THE
RULES FOR A COMPLETE SUPERSTRUCTURE SHIP HAVING A TONNAGE OPENING.

NUMERALS.	
LENGTH ON LOADLINE	425'-0"
BREADTH MOULDED	58'-6"
DEPTH MOULDED TO UPPER DECK AT SIDE	37'-8"
SECOND	28'-2"
THIRD	21'-2"
RULE DEPTH D	20'-2" + 0'-0"
d. MAIN FRAMES TO SECOND DECK (LESS CREDIT FOR DEEP TANKS)	24'-7 1/2"
d. AT DEEP TANK FRAMES	17'-10"
d. IN WAY OF THIRD DECK	16'-6"
d. AT COLLISION BULKHEAD	24'-7 1/2"
d. AT HALF LENGTH FORWARD	24'-7 1/2"
d. AT ENGINE ROOM FRAMES	17'-10"
d. OTHER THAN FRAMES	20'-5 1/2"
1st LONGITUDINAL NUMERAL L/D	57'-17" x 425'
2nd	L/D 57'-17" x 425' (50'-5 1/2" x 57'-17")
RATIO L/D	425' : 57' : 425'

RIVETING.	
SIDE FRAMES TO SHELL FOR & AFTER PEAKS	7/8" x 5/8"
10% AHEAD COLLISION BULKHEAD	7/8" x 5/8"
IN DEEP TANK	7/8" x 5/8"
ELSEWHERE	3/4" RIVETS AT ENDS
BOTTOM FRAMES TO SHELL FORWARD OF 1/2 L TO COLLISION BHD	7/8" x 5/8"
FROM AFT TO 1/2 L FORWARD	7/8" x 5/8"
FLOORS	7/8" x 5/8"
1/2 L FORWARD TO COLLISION BHD	7/8" x 5/8"
BULKHEADS FRAMES TO SHELL (SINGLE RIVETTED ANGLES)	7/8" x 5/8"
SHD (5' DEEP TANK) DOUBLE	7/8" x 5/8"
REVERSE FRAMES TO TANK TOP UNDER ENGINES & THRUST	7/8" x 5/8"
FLOORS	7/8" x 5/8"
W.T. DIVISIONS	7/8" x 5/8"
TANK TOP AND FLOORS ELSEWHERE	7/8" x 5/8"
CENTRE GIRDER BOTTOM ANGLES (SEE DETAIL SKETCH ON PLAN SECT)	7/8" x 5/8"
TOP	7/8" x 5/8"
VERTICAL	7/8" x 5/8"
SIDE TOP & BOTTOM	7/8" x 5/8"
VERTICAL	7/8" x 5/8"
W.T. FLOOR VERTICAL STIFFENERS	7/8" x 5/8"
BULKHEAD STIFFENERS EXCEPT PEAK & DEEP TANKS	7/8" x 5/8"
SEAMS OF SHELL PLATING DOUBLE 5/8" RING AT ENDS	7/8" x 5/8"
THIRDSHIP TANK TOP PLATING SINGLE	7/8" x 5/8"
BULKHEAD STIFFENERS IN PEAKS & DEEP TANKS	7/8" x 5/8"
SEAMS OF SECOND DECK PLATING	7/8" x 5/8"
UPPER	7/8" x 5/8"
BEAMS TO DECK PLATING AT EVERY FRAME	7/8" x 5/8"

X - ARRANGED TO SUIT MULTIPLE PUNCH MACHINE.
MIDSHIP SECTION OF MULTIPLE RIVETING TO BE SUBMITTED.

EQUIPMENT	
SECOND LONGITUDINAL NUMBER	+25 (50' x 57' 1/2")
OFFICERS ACCOMMODATION	1/2 x 50' x 50'
PASSENGER ACCOMMODATION	1/2 x 50' x 50'
CAPTAIN'S HOUSE	1/2 x 21' x 50'
POOP	34' x 40' x 50'
FORECASTLE	34' x 42' x 50'

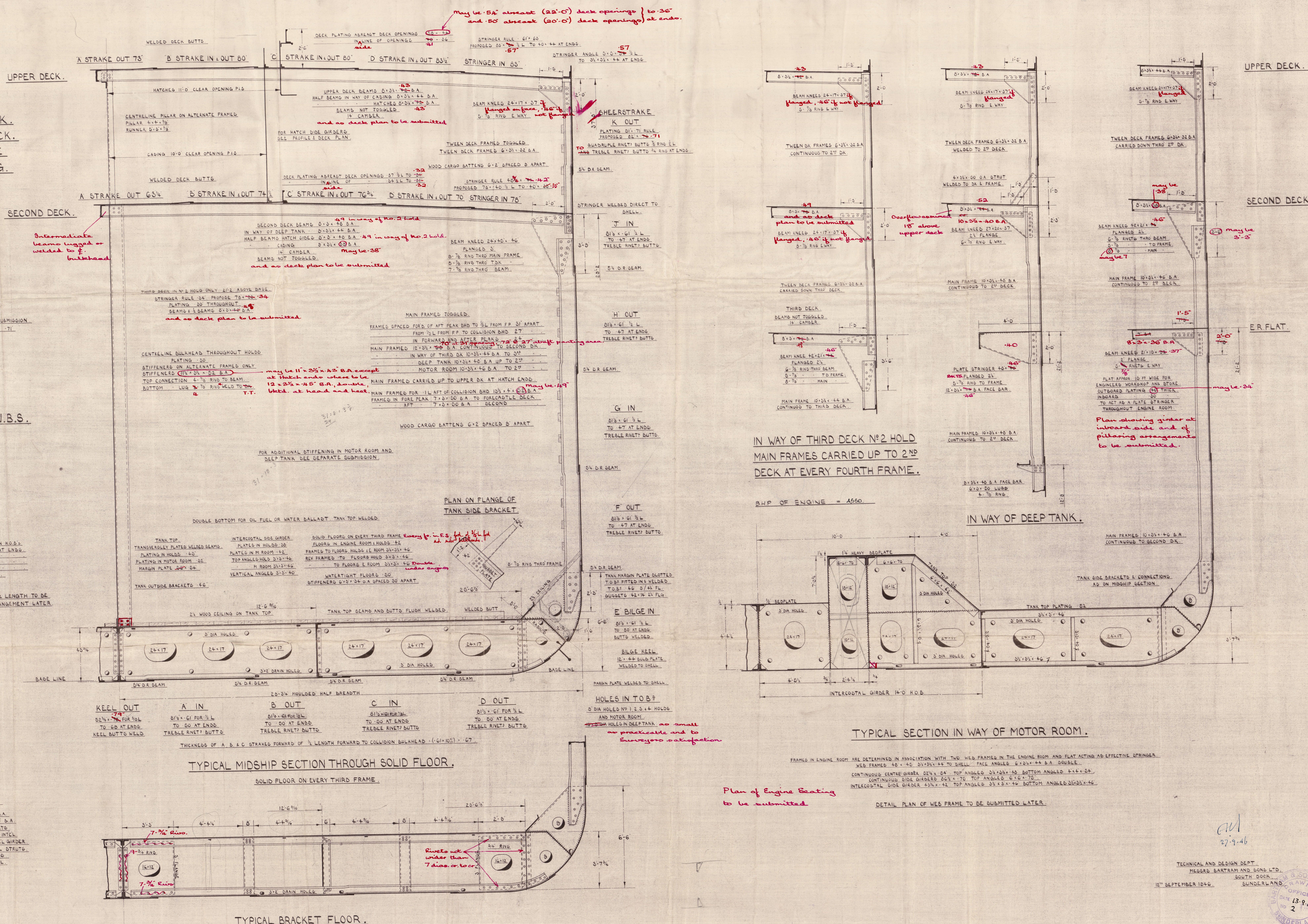
2 BOWER ANCHORS	721 CWT EACH PATENT STOCKLESS
1	62
1 STREAM	201 COMMON PATTERN
300 FATHOMS	2 1/2" STUD CHAIN CABLE OR 2 1/2" TAYCO CABLE
120	5 STEEL WIRE HANGERS
180	5 TONLINE
2 x 100	2 1/2" STEEL WIRE WARP
2 x 100	2 1/2" HANGERS

ALL SECTIONS N.B.S.

FLAT & VERTICAL KEEL.

INTERCOSTAL GIRDERS FORWARD OF 1/2 LENGTH TO BE
SUBMITTED ON FORE END PANTING ARRANGEMENT LATER.

BILGE KEEL
12" x 4" BULB PLATE



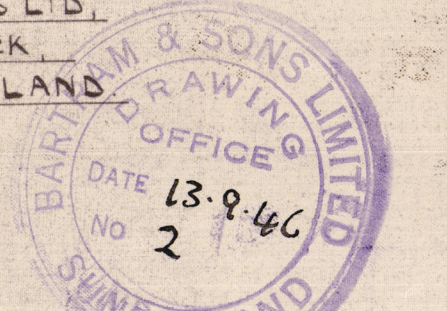
TYPICAL SECTION IN WAY OF MOTOR ROOM.

FRAMES IN ENGINE ROOM ARE DETERMINED IN ASSOCIATION WITH TWO WEB FRAMES IN THE ENGINE ROOM AND FLAT ACTING AS EFFECTIVE STRINGER.
WEB FRAMES 48" x 48" 2 1/2" x 1/2" TO SHELL. FACE ANGLES 6" x 6" x 1/2" B.A. DOUBLE.
CONTINUOUS CENTRE GIRDER 22" x 54" TOP ANGLES 3 1/2" x 1/2" BOTTOM ANGLES 1 1/2" x 1/2"
CONTINUOUS SIDE GIRDERS 50" x 70" TOP ANGLES 6" x 1/2" BOTTOM ANGLES 3 1/2" x 1/2"
INTERCOSTAL SIDE GIRDER 42" x 52" TOP ANGLES 3 1/2" x 1/2" BOTTOM ANGLES 3 1/2" x 1/2"

DETAIL PLAN OF WEB FRAME TO BE SUBMITTED LATER.

TECHNICAL AND DESIGN DEPT.
MESSRS. BARTHAM AND SONS LTD.
SOUTH DOCK,
SUNDERLAND.

12th SEPTEMBER 1946

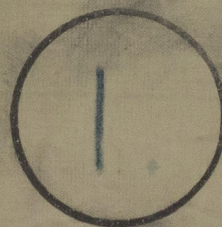


*Messrs. Bartham & Sons Ltd.
Yard No 325,
Midship Section.*

SUNDERLAND RPT. NO: 34863

" FERNLAND " ★

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