

LOYD'S
STAMP
12/12/33
19/12/33

23/1/34

PROFILE AND DECK PLAN

MOTOR TANKERS

460'0" B.P. 59'0" M² 34'0" M²

1/6" = 1 FOOT

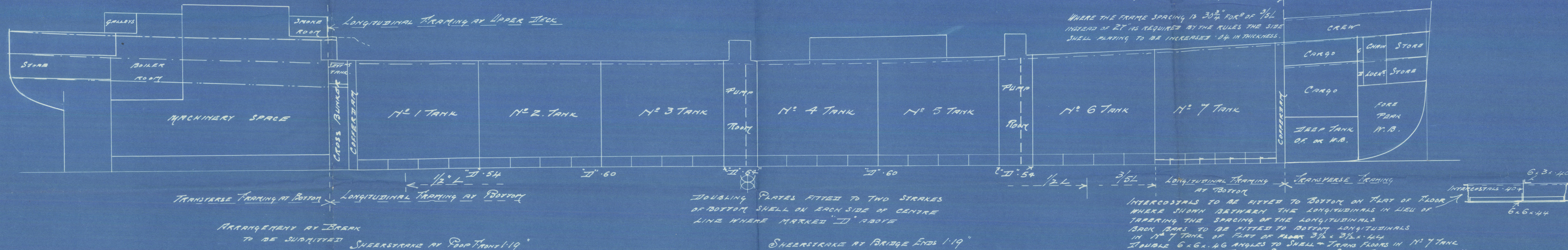
ARRANGEMENTS IN WAY OF
FORE END TO BE SUBMITTED

ARRANGEMENTS IN WAY OF
AFTER END TO BE SUBMITTED

CONTINUITY OF LONGITUDINAL STRENGTH TO BE
MAINTAINED AT JUNCTION OF LONGITUDINAL
AND TRANSVERSE FRAMING

LONGITUDINAL FRAMING AT UPPER DECK

WHERE THE FRAME SPACING IS $30\frac{3}{4}$ " FOR $\frac{3}{16}$ "
INSTEAD OF 27" AS REQUIRED BY THE RULES THE SIDE
SHELL PLATING TO BE INCREASED $\frac{1}{16}$ " IN THICKNESS.



ARRANGEMENTS IN WAY OF
AFTER END TO BE SUBMITTED

SHEERSTRAKE AT BRIDGE ENDS 1'19"

SHEERSTRAKE AT BRIDGE ENDS 1'19"

INTERCOSTALS TO BE FITTED TO BOTTOM ON FLAT OF FLOOR WHERE SHOWN BETWEEN THE LONGITUDINALS IN LIEU OF TAPERING THE SPACING OF THE LONGITUDINALS BACK BARS TO BE FITTED TO BOTTOM LONGITUDINALS IN NO. 7 TANK OF FLAT OF FLOOR $3\frac{1}{2} \times 3\frac{1}{2} \times 4\frac{1}{2}$ DOUBLE $6 \times 6 \times 4\frac{1}{2}$ ANGLES TO SHELL + TRANS FLOORS IN NO. 7 TANK THREE STRAKES OF SHELL PLATING NEXT THE KEEL TO BE $\frac{7}{16}$ " THICK FROM $\frac{1}{2}L$ TO COLLISION B.H.

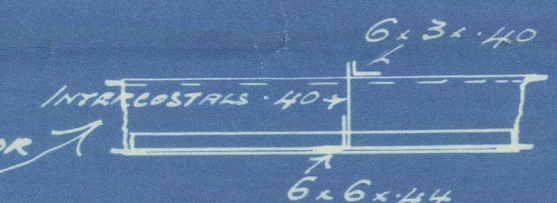
DOUBLING PLATES FITTED TO TWO STRAKES OF BOTTOM SHELL ON EACH SIDE OF CENTRE LINE WHERE MARKED "D" ABOVE

TRANSVERSE FRAMING AT BOTTOM

LONGITUDINAL FRAMING AT BOTTOM

LONGITUDINAL FRAMING AT BOTTOM

TRANSVERSE FRAMING



CORNERS OF HATCHWAYS TO BE WELL ROUNDED
POSITION OF HATCHWAYS APPROXIMATE

CURCHIN & WATSON
BEVIS MARKS HOUSE
LONDON, E.C.3

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003620-003624-0007

Workman, Clark.

No 536.

Profile & deck plans

9.

M/V "ACAVUS"

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