

SECRET & CONFIDENTIAL EMERGENCY PROGRAMME.

STEAM CARGO VESSEL "Y.I" TYPE.

MIDSHIP SECTION.

AS SHOWN
SCALE $\frac{1}{2} = 1-0$.

TO CLASS 100 A1 WITH FREEBOARD AT LLOYDS SPECIAL SURVEY.

DIMENSIONS: 425'0" B.P. ON L.W.L. x 56'0" M² - 56'3" EXT. x 27'9" M² TO 2ND DK. 36'10" M² TO UPPER DK.

LLOYDS NUMERALS

FIRST LONGITUDINAL NUMBER LND = 425'0" x 35'75"	=	15193.75
SECOND LONGITUDINAL NUMBER LY(BND) = 425'0" x (56'0" + 35'75")	=	38993.75
1/2 TO UPPER DECK = 425'0" x 36'53"	=	11.55
D MOULDED DEPTH = 27'75" + 8'0"	=	35.75
d = 27'75" - 3'7/4" = 24'0" FOR HIGHER BKT	=	23.9
d AT HALF LENGTH FORWARD	=	24.32

EQUIPMENT NUMBER

SECOND LONGITUDINAL NUMBER = 425'0" x (56'0" + 35'75")	=	39418.75
MIDSHIP ACCOMMODATION & CABING = 72'25" x 8'0" x 1/2	=	289.00
SALOON ACCOMMODATION = 30'0" x 8'0" x 1/2	=	180.00
EQUIPMENT NUMBER = 39827.75		

EQUIPMENT

- 2 BOWER ANCHORS 68 CWTs EACH STOCKLESS
1 STEAM ANCHOR 19 CWTs EX-STOCK
225 FATHOMS 2 1/2" STUD CHAIN CABLE 600 CWTs
90 FATHOMS 1 1/2" STEAM CHAIN OR 5' FLEXIBLE STEEL WIRE 6' x 12"
180 FATHOMS 4 3/4" SPECIAL FLEXIBLE STEEL WIRE 6' x 24"
2 HAWKERS 90 FATHOMS 8' HEMP OR 2 3/4" FLEXIBLE STEEL WIRE 6' x 12"
2 WARPS 90 FATHOMS 7' HEMP OR 2 1/2" FLEXIBLE STEEL WIRE 6' x 12"

RIVETING NOTE

RIVETS IN FRAMES TO FLOORS AND CROSS-TIE PLATES IN AFT PEAK SPACED 5 DIAMS APART C/TD CR.
RIVETS IN FRAMES TO SHELL AT FLAT OF DOUBLE BOTTOM FORD HALF LENGTH FORD SPACED 5 1/2 DIAMS (TWO COMPLETE ROWS)
RIVETS IN FRAMES TO FLOORS AT FLAT OF DOUBLE BOTTOM FORD HALF LENGTH FORD SPACED 6 1/2 DIAMS (TWO COMPLETE ROWS)
RIVETS IN SIDE FRAMES TO SHELL SPACED 6 1/2 DIAMS APART. 5 1/2 DIAMS APART IN WAY OF FORD & AFT PEAK TANKS AND DEEP FRAMING FORD.
RIVETS IN BOTTOM FRAMES TO SHELL AFT HALF LENGTH FORD SPACED 7 DIAMS APART C/TD CR.
RIVETS IN 3/4 BUTTS OF OUTSIDE PLATING AND OF DECK STRINGER PLATES SPACED 3 DIAMS APART C/TD CR.
RIVETS IN 4/4 BUTTS OF OUTSIDE PLATING AND OF DECK STRINGER PLATES SPACED 4 DIAMS APART C/TD CR.
RIVETS IN SEAMS OF SHELL PLATING DECK PLATING AND INNER BOTTOM PLATING AS PER TABLE 40.
RIVETS IN BUTTS OF DECK PLATING INNER BOTTOM & MARGIN PLATING SPACED 4 DIAMS APART C/TD CR.
RIVETS IN SEAMS & BUTTS OF BULKHEAD AND TUNNEL PLATING MARGIN ANGLES AND WEATHER DECK STRINGER ANGLES AND BULKHEAD FRAME TO BULKHEAD SPACED 4 1/2 DIAMS APART C/TD CR.
RIVETS IN FLAT KEEL ANGLES, VERTICAL ANGLES CONNECTING FLOORS TO CENTRE GIDDER AND SHELL FLANGE OF WATERTIGHT BULKHEAD FRAME SPACED 5 DIAMS APART C/TD CR.
RIVETS IN FRAMES TO FLOORS AFT HALF LENGTH FORD REVERSE FRAMES TO FLOORS AND INNER BOTTOM PLATING VERTICAL ANGLES TO FLOORS AND SIDE GIDDER IN BULKHEAD STIFFENERS (EXCEPT PEAK BULKHEADS) AND IN DECK PLATING TO BEAMS ON EVERY FRAME SPACED 7 DIAMS APART C/TD CR.
RIVETS IN CENTRE GIDDER TOP ANGLES SPACED 7 DIAMS APART C/TD CR TO CR NON-WATERTIGHT.
RIVETS IN CENTRE GIDDER TOP ANGLES SPACED 8 DIAMS APART C/TD CR TO CR WATERTIGHT.

THE SCANTLINGS OF ANGLES, BULB ANGLE AND CHANNEL SECTIONS GIVEN ON THIS PLAN ARE N.B.S. AND ARE IN ACCORDANCE WITH THE EMERGENCY PROGRAMME LIST.

STEM 10' x 8". STEENPOST 10' x 8". RUDDER POST 10' x 8".

ADDITIONAL SIDE GIDDER IN WAY OF ENGINE & THRUST SEATING.

WORK CLOSED TO SURVEYORS SATISFACTION.

SPECIAL PLAN OF BOTTOM STRENGTHENING FORWARDED TO BE SUBMITTED LATER.

DISPOSITION OF FLOORS:
SOLID FLOORS ON EVERY FRAME IN ENGINE SPACE AND FOR 2 1/2 LENGTH FORD UNDER BOWER BEARERS & BULKHEADS PARTIAL SOLID UNDER THRUST ELSEWHERE SOLID FLOORS ON EVERY THIRD FRAME BRACKET FLOORS INTERMEDIATE.

CENTRE GIDDER:
43'1/2" x 54" FOR 1/2 LEN. & 44" AT ENDS
1/2 IN. B.S. BUTTS LAPPED 2 3/4
VERTICAL ANGLES 3'1/2" x 1/2" 437 SINGLE 4' x 4' 1/2 B.S.
4' x 4' 1/2" SINGLE UNDER ENGINE SPACE & THRUST SEATING 6' x 6' 1/2" UNDER BOWER BEARERS

STIFFES WELDED TO TANK TOP.
DOUBLE UNDER ENGINES.
12' x 12" INTERCOSTAL GIDDER

KEEL ANGLES 4' x 4' 1/2" FOR 1/2 LEN. & 50" AT ENDS

KEEL OUT.

52' x 73" FOR 1/2 LEN. & 79" AT ENDS BUTTS LAPPED 2 3/4 TO 3 1/2 AT ENDS
1 RIVETS IN BUTTS OVER 72"

X BEAMS LUGGED TO BULKHEAD CLEAR OF STIFFES.

IN THE EVENT OF SCARCITY OF LABOUR ELECTRIC WELDING WOULD BE ADOPTED WHERE EVER PRACTICABLE.

4 DIAS IN WAY OF PEAK TANKS.

INNER BOTTOM PLATING 44" FOR 1/2 LEN. & 40" AT ENDS
52" IN B.S. - 50" IN B.S. BUTTS LAPPED 2 3/4
SEAMS LAPPED 2 3/4

TANK TOP CENTRE STAKE TO RULE 53' x 50" FOR 1/2 LEN. & 44" AT ENDS - 52" IN ENGINE SPACE, 50" IN BOWER SPACE
FITTED 82' x 50" FOR 1/2 LEN. & 43" AT ENDS.
52" IN B.S. - 50" IN B.S. BUTTS LAPPED 2 3/4 TO 2 1/2 AT ENDS.

CENTRE GIDDER TOP ANGLES 4' x 4' 1/2" FOR AND AFT 4' x 4' 1/2" B.S.

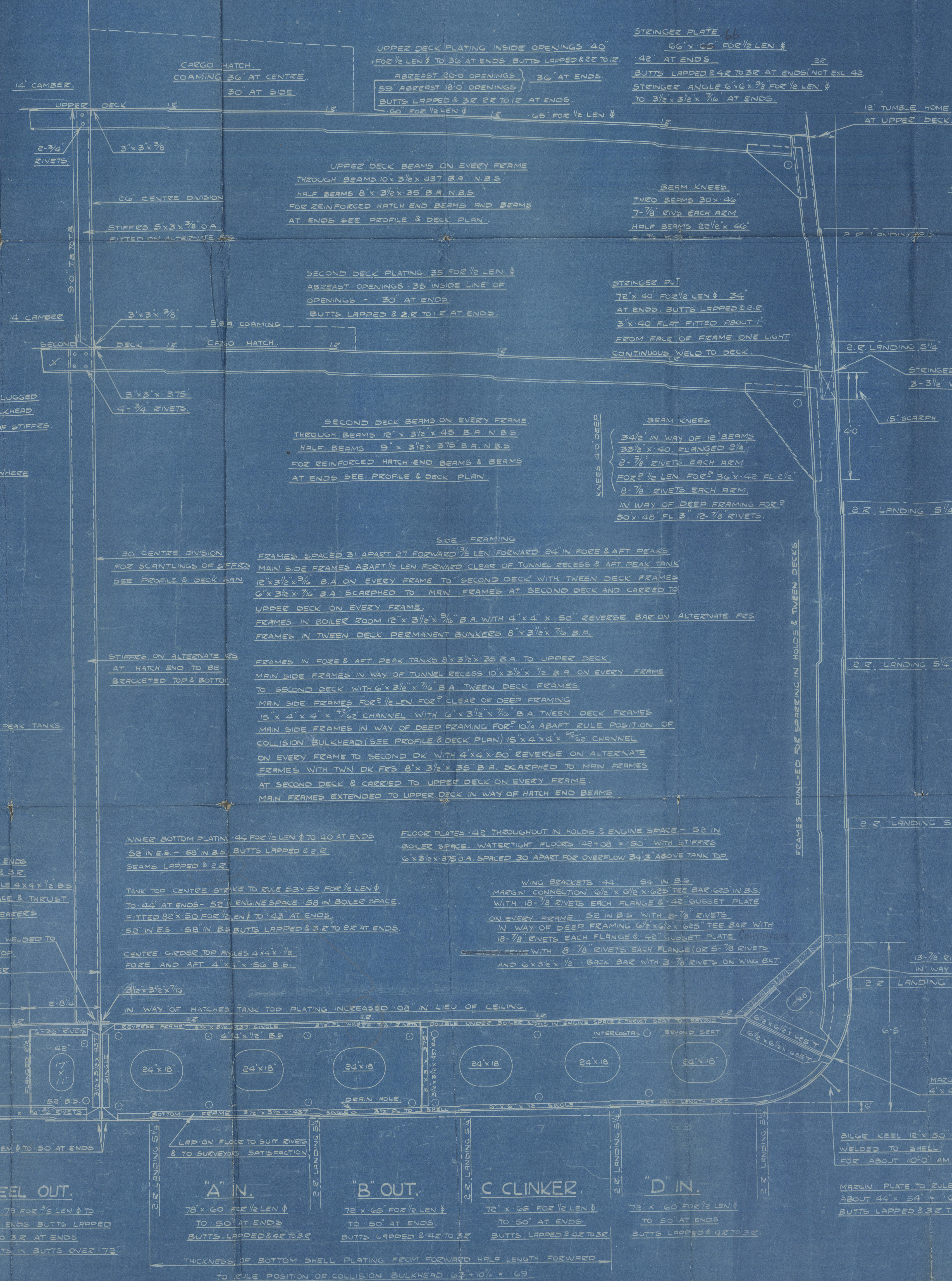
IN WAY OF HATCHES TANK TOP PLATING INCREASED .08 IN LIEU OF CEILING.

REVERSE BEAM 12' x 12" 1/2" B.S. 4' x 4' 1/2" B.S.

LAP ON FLOOR TO SUIT RIVETS & TO SURVEYORS SATISFACTION.

THICKNESS OF BOTTOM SHELL PLATING FROM FORWARD HALF LENGTH FORWARD TO RULE POSITION OF COLLISION BULKHEAD 6 3/4" x 10 1/2" = 69"

THE SCANTLINGS ARE SUITABLE FOR A DRAUGHT 18" IN EXCESS OF THAT CONTEMPLATED BY THE RULES FOR A COMPLETE SUPERSTRUCTURE HAVING A TONNAGE OPENING.



"L" IN.

58' x 65" FOR 1/2 LEN. & 46" AT ENDS BUTTS LAPPED 2 3/4 FOR 1/2 LEN. & TO 3 1/2 AT ENDS.

"K" OUT.

58' x 65" FOR 1/2 LEN. & 46" AT ENDS BUTTS LAPPED 2 3/4 FOR 1/2 LEN. & TO 3 1/2 AT ENDS.

"J" IN.

76' x 65" FOR 1/2 LEN. & 46" AT ENDS BUTTS LAPPED 2 3/4

"H" OUT.

76' x 65" FOR 1/2 LEN. & 46" AT ENDS BUTTS LAPPED 2 3/4

"G" IN.

76' x 65" FOR 1/2 LEN. & 46" AT ENDS BUTTS LAPPED 2 3/4

"F" CLINKER.

76' x 65" FOR 1/2 LEN. & 46" AT ENDS BUTTS LAPPED 2 3/4

"E" OUT.

81' x 65" FOR 1/2 LEN. & 50" AT ENDS BUTTS LAPPED 2 3/4 TO 3 1/2

MARGIN SHELL ANGLE 4' x 4' x 50" FOR 5' RET.

MARGIN PLATE TO RULE 39" FITTED ABOUT 44' x 24' = 60" IN B.S. BUTTS LAPPED 2 3/4 THROUGHOUT.

2026

LITHGOWS LTD

Nº 958

Y1 TYPE

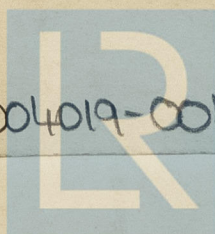
EMPIRE BAFFIN

MIDSHIP SECTION

AS BUILT

N.N. "CHINTONIA"

RETAIN



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Lloyd's Register
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