

MIDSHIP SECTION.

SCALE: - $\frac{1}{2}$ " = 1 FOOT.

DIMENSIONS:- 425'-0" x 62'-0" x 34'-0" MLD. TO SHELTER DECK.

LLOYDS CLASS + 100 A.I.

SCANTLINGS SUITABLE FOR A SUMMER DRAFT OF ABOUT 23'-0" MEASURED FROM TOP OF KEEL.



EQUIPMENT	NUMBER.	
BELOW SHELTER DECK.	42.5 (62 + 23) + 95 x 425 (34 - 23) =	40096
BRIDGE	.85 X 95.0 X 8.0 =	646
POOP	.85 X 42.0 X 8.0 =	286
F'C'LE	.85 X 42.5 X 8.0 =	289
BRIDGE DECKHOUSE	.75 X 82.5 X 8.0 =	495
BOAT	.75 X 83.5 X 8.0 =	501
		42313

<u>NUMERAL</u>	<u>b^t</u>	<u>NUMERAL</u>	<u>NOT EXCEEDING</u>	<u>43200</u>
<u>3</u>	<u>BOWER ANCHORS</u>	<u>6³/₂</u>	<u>CWTS.</u>	<u>(STOCKLESS)</u>
<u>300</u>	<u>FMS. STUD CHAIN CABLE</u>	<u>2¹/₂</u>	<u>TAYCO</u>	
<u>120</u>	<u>FMS. TOWLINE.</u>	<u>5"</u>	<u>F.S.W.</u>	<u>(6" x 24).</u>
<u>4@</u>	<u>100 FMS. HAWSEYS & WARPS.</u>	<u>3¹/₄"</u>	<u>F.S.W.</u>	<u>(6" x 12).</u>

OWNERS REQUIREMENTS.

(WHICH ARE ADDITIONAL TO SCANTLINGS SHOWN)

RUBBING KEEL 24"x1'00" TO BE FITTED ON OUTSIDE OF KEEL PLATE.

FLOORS IN HOLD TO BE .05" THICKER THAN CLASSIFICATION REQUIREMENTS.

TANK TOP PLATING IN ENGINE ROOM TO BE 1/2" THICK FOR FULL WIDTH OF MAIN ENGINE.

TANK TOP PLATING IN CARGO SPACES TO BE .10" THICKER THAN

CLASSIFICATION REQUIREMENTS FOR UNHEATED TANK TOPS.

SIDE SHELL BETWEEN 11'-0" & 23'-0" WATERLINES TO BE

INCREASED .05" ABOVE CLASSIFICATION REQUIREMENTS FROM

THE BREAK OF THE F/C'LE TO THE BREAK OF THE POOR.

SIDE SHELL PLATING IN WAY OF HAWSE PIPES & TWO STRAKES

BELOW TO BE INCREASED .50% IN THICKNESS.

DECK PLATING & BEAMS IN FORWARD & AFTER WELLS TO BE SPECIALLY

STRENGTHENED FOR CARRYING SUCH CONCENTRATED LOADS AS LOCOMOTIVES & LIGHTERS.

STREAM ANCHOR 20% CWTs. (EX STOCK) & 10 PMS STREAM WIRE 5 PMS Lx 12) TO BE SUPPLIED.

BRIDGE DECK.		
STRINGER PLATE	61" x .49"	
PLATING WITHIN LINE OF DECK OPENINGS.	.36"	(.33" SHEATHED)
PLATING ABREAST OPENINGS.	.44"	(.40" SHEATHED)
STRINGER ANGLE.	3 1/2" x 3 1/2" x .49"	

SHELTER DECK.	IN WAY OF BRIDGE.	CLEAR OF BRIDGE.	AT ENDS.
STRINGER PLATE.	.35"	6' x ".70"	36' x ".40"
PLATING WITHIN LINE OF DECK OPENINGS.	.29"	.36"	.34"
PLATING ABREAST OPENINGS.	.35"	.70"	.33"
STRINGER ANGLE.			4' x 3' x 2 1/2" x 37"

UPPER DECK.	IN WAY OF BRIDGE.	CLEAR OF BRIDGE	AT ENDS.
STRINGER PLATE	29"	35"	29"
PLATING WITHIN LINE OF DECK OPENINGS.	29"	29"	29"
PLATING AHEAD OPENINGS.	29"	35"	29"

DOUBLE BOTTOM.
PLATE FLOORS AT EVERY FRAME - 4'1" (4'0" AT 27" SPACING FOR)
W/T FLOORS - 4'9".
W/T FLOOR STIFFENERS 4' x 3' x .36" C.
FLOORS IN PEAKS - 4'5".
TANK FRM 4' x 3 1/2' x 4'1" FOR 2' OF 25L FROM FORE END 6'x6' x 4'0" (6'x6'x4' AT 30" SPACING FOR 2' OF 25L).
TANK REVERSE FRM 3' x 3' x 4'0" DOUBLE IN ENGINE ROOM.
INTERCOSTAL SIDE GIRDER IN HOLDS - 3'6".
TOP ANGLES 3' x 3' x 4'0".
VERT'L ANGLES 3' x 3' x .36".
BOTTOM ANGLES 3 1/2' x 3 1/2' x 4'0".
INTERCOSTAL SIDE GIRDER IN ENGINE ROOM - 4'0".
TOP ANGLES 3' x 3' x 4'0" DOUBLE.
VERT'L ANGLES 3' x 3' x 4'0".
BOTTOM ANGLES 3 1/2' x 3 1/2' x 4'0".

TANK TOP PLATING.

CENTRE STRAKE 52"x 50' 4L -- 42' AT ENDS.

TANK TOP PLATING IN HOLDS. .43' FOR 4L

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

.38' AT ENDS.

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

ENG. ROOM .50'

(NOT LESS THAN .40" AT 30" FRAME SPACING
IN WAY OF OIL FUEL WHERE NO CEILING.)

CENTRE GIRDER.
CENTRE GIRDER PLATING 48"x52"-44".
BOTTOM ANGLES 5"x5"x91"-48".
TOP ANGLES 3½"x3½"x46"-42".
VERT. ANGLES 3"x3"x41" SIN. DBL. IN ENG. ROOM

KEEL 52' x .83
OWNERS REQ^d
ROBBING KEEL
24" x 1.0"

BOTTOM PLATING .57" IN WAY OF BRIDGE .60" CLEAR OF BRIDGE TO .46" AT ENDS (+.91" AT 30' FR. SPACING)
3 STRAKES OF BOTTOM SHELL NEXT TO KEEL TO BE .72" FROM .25L TO .05L FROM FORE END. (+.01" AT 30' FR. SPACING.
" " " " " " " " MIDSHIP THICKNESS TO .25L FROM FORE END.

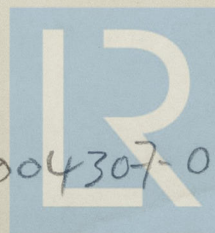
MARGIN PLATE 41" x 51"
FRAME BKT & FLOOR WELDED
TO MARGIN PLATE DOUBLE
CONT. WELD TYPE 2 .32 LEG
DOUBLE CONT. WELD TYPE 1
.36 LEG IN PAINTING AREA.
.34" SEE FRAMING PROFILE

HARLAND & WOLFF LTD.
BELFAST

No. 1554 "ONDO"
TITLE Midship Section
"AS FITTED" PLAN.
VERIFIED
DATE APPROVED 27: 8: 56

No. 1554 - Ondo - Belfast Report No 16213

RETAIN



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