

24/10/34
15/10/34
2/2/35

Nº 546
MIDSHIP SECTION

M.L.D. DIMENSIONS 229'-0" OVERALL AT RAISED QUARTER DK. 220'-0" B.P. x 35'-0" M.L.D. x 16'-6" M.L.D. TO UPPER DK.
16' 7" AS MEASURED

SCALE 1/2 INCH = 1 FOOT.

ALEXANDER STEPHEN & SONS LTD
SHIPBUILDERS & ENGINEERS
GLASGOW
PLAN NO 1
DATE ~~15/10/37~~ 6/7/35

NOTE: SCANTLINGS INCLUDE
EXTRAS PER OWNERS SPECIFICATION.

	LLOYDS	NUMERALS	
L x D	=	220.0 x 16.5	= 3630
L x (B + D)	=	220.0 x (35.0 + 16.5)	= 11330
d" AT UPPER DECK	=	for FAMES	= 3.41
d" AT RAISED QUARTER DECK	=		= 17.28
L D TO UPPER DECK	=	220.0 + 16.5	= 33.33
L D TO RAISED QUARTER DECK	=	220.0 + 20.375	= 10.79
L D TO BRIDGE DECK	=	220.0 + 25.91	= 9.2

EQUIPMENT			
L X (B + D)	=	220.0 x (35.0 + 16.5)	= 11330.0
RAISED QUARTER DECK	=	65.66 x 3.875	= 254.23
BRIDGE	=	53.60 x 7.41 x .75	= 238.21
"	=	8.5 x 7.41 x .5	= 31.49
FORECASTLE	=	24.0 x 7.25 x .75	= 130.5
HOUSE ON RAISED QUARTER DECK	=	28.0 x 7.25 x .5	= 101.5
" " BRIDGE DECK	=	17.25 x 7.25 x .5	= 62.53
CASING & GALLEY	=		= 80.0
			12288.66
EQUIPMENT			
2 BOWER ANCHORS EACH	25 1/2 CWTs	STOCKLESS	
1 "	22 CWTs	"	
1 STREAM "	6 1/2 CWTs	EX STOCK	
210 FATHOMS	15 "	STUD CHAIN CABLE	MIN. WT 242 CWTs
75 "	15 "	STEAM CHAIN OR 3/4" STEEL WIRE	6 x 12
90 "	3 1/2 "	STEEL WIRE TOWLINE	6 x 12
90 "	6 "	HEMP HANSE OR 1 1/2" STEEL WIRE	6 x 12
90 "	5 "	HEMP WARP OR 1 1/2" STEEL WIRE	6 x 12
PER SPECIFICATION, 4 COWLS EACH 93 FMS. 5 1/2" MANILLA			

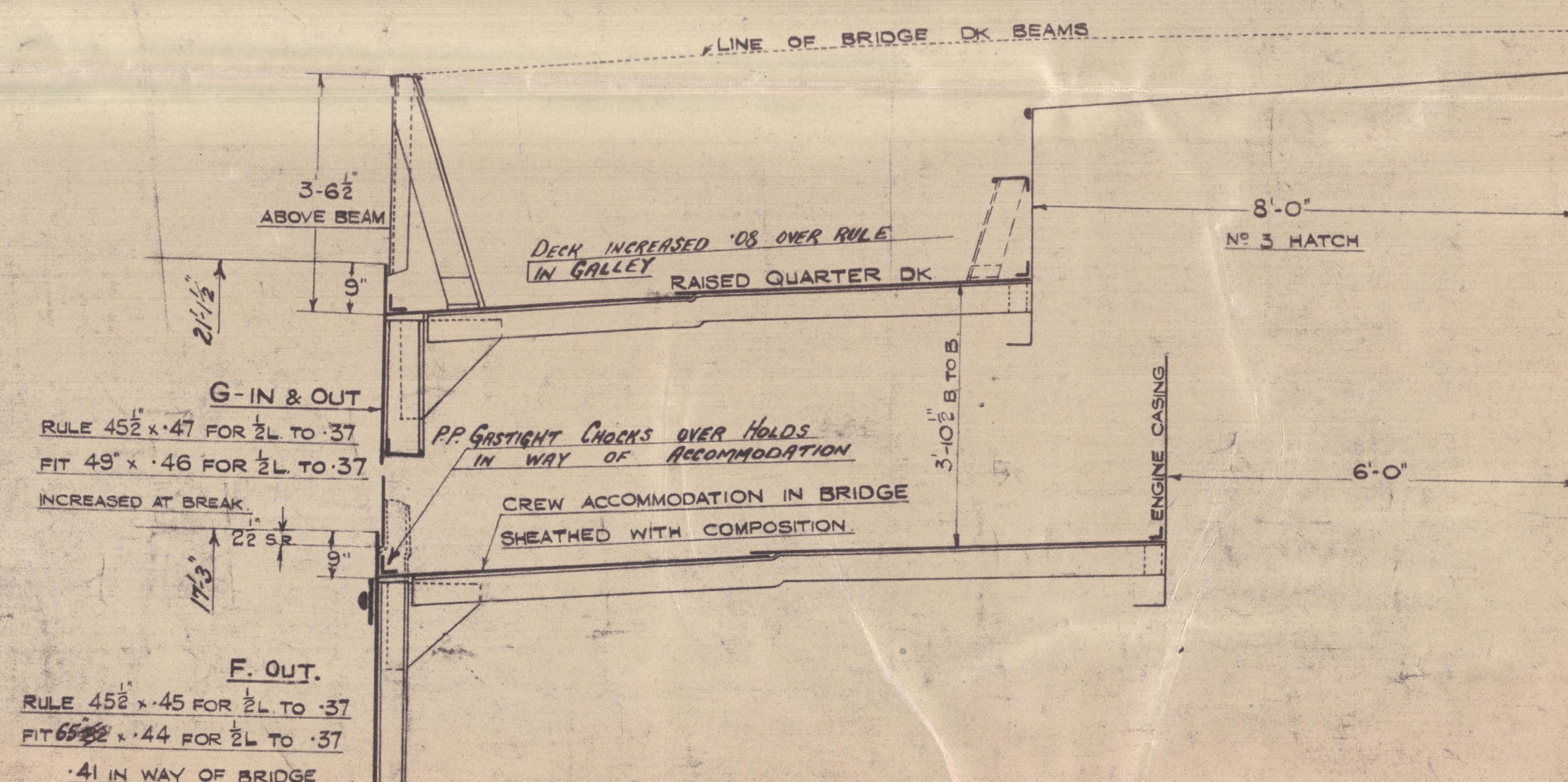
STEM 7' x 1 1/8" FORGINGS

STERNFRAME - PLAN TO BE SUBMITTED

RUDDER

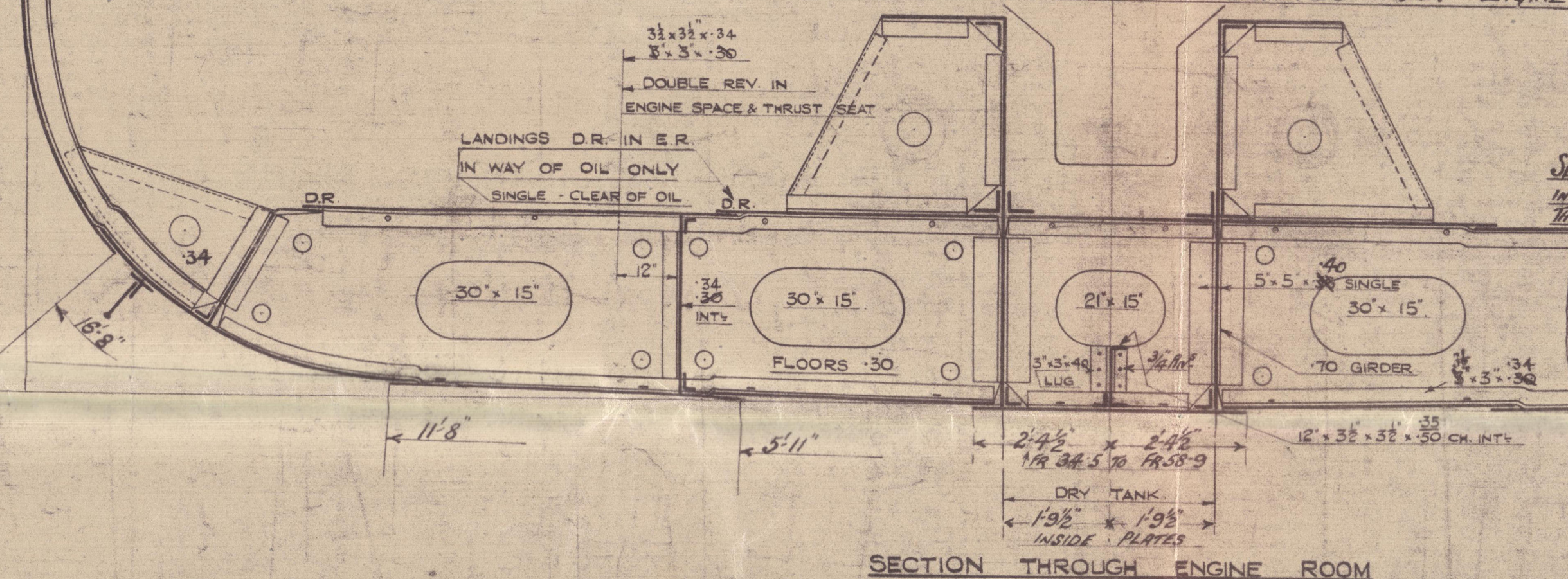
DOUBLE BOTTOM				
	2' LENGTH ABOVE BASE 33' x .40	ENDS	ENGINE SPACE	REMARKS
CENTRE GIRDER		.34	SEE SECTION	RULE DEPTH 3"
TOP ANGLE	3' 5' x .37	5' 5' x .37	THROUGH	DOUBLE 1" 0" 0'
BOTTOM "	3' 5' x .37	5' 5' x .40	ENGINE ROOM	DOUBLE 1" 0" 0'
AS FITTED 5" x FLOORS (SPACED 5' x APART)	.30	.30	38	SOLID FLOORS ON EVERY FR.
INTERMEDIATE FR. FLOORS	.30	.30		IN ENGINE SPACE UNDER DMG
WING BRACKETS (FLANGED ENDS, 3' x 3' x .37)			54	4' PORT OF 3" PARTIAL SOLID
W.T. FLOORS	.38	.38	42	UNDER THRUST ELSEWHERE 3' 7" APART
STEPPED ON W.T. FLOORS	3' 5' x .34	5' 5' x .34	2' x 3' x .34	38
FRAMES ON SOLID FLOORS	5' 5' x .30	5' 5' x .30	5' 5' x .30	5' 5' SINGLE PORT OF 3" TO
W.T. "	5' 5' x .30	5' 5' x .30	5' 5' x .30	RULE POSITION OF COLL. BAY
" BYT	5' 5' x .30	5' 5' x .30	5' 5' x .30	
REV. FRAMES ON SOLID FLOORS	5' 5' x .30	5' 5' x .30	5' 5' x .30	DOUBLE UNDER ENGINE SPACE 2' 3" APART, 3' 7" 10" BEYOND BAY 6' 0" 0"
" BYT	5' 5' x .30	5' 5' x .30	5' 5' x .30	
INTER. PLATES	30 x 38	30 x 38	30 x 38	
TOP ANGLES	5' 5' x .30	5' 5' x .30	5' 5' x .30	DOUBLE UNDER ENGINE, BEATING AND THRUST OR 5' 5' SINGLE
BOTTOM "	5' 5' x .30	5' 5' x .30	5' 5' x .30	
VERT. ANGLES ON CR GIRDER	5' 5' x .30	5' 5' x .30		SEE ENGINE ROOM SECTION
" ON MARGIN INSIDE	5' 5' x .30	5' 5' x .30	5' 5' x .30	SINGLE 5' 5' AT PAINTING POSITION
" OUTSIDE	5' 5' x .33	5' 5' x .33	5' 5' x .33	SINGLE 5' 5' AT PAINTING POSITION
INTER. SOLID	2' 5' x .30	2' 5' x .30	2' 5' x .30	
" OPEN	5' 5' x .30	5' 5' x .30	5' 5' x .30	
TANK TOP C'S STRAKE	42' x .36	.32	36	36" CLEAR OF OIL TANK IN WAY OF OIL
" PLATING	.32	.30	36	36" CLEAR OF OIL TANK IN WAY OF OIL
MARGIN PLATE (RULE 222)	25' x .36	.36	36	36" CLEAR OF OIL TANK IN WAY OF OIL
" ANGLE	5' 5' x .38	5' 5' x .38	5' 5' x .38	
CONTINUOUS GUSSET PLATE 1" 0" 0' 1/2 LENGTH				

WIDTH OF SHELL PLATES			
2 BREADTH	17-6	2 KEEL PLATE	= 1-9
DEPTH TO UPPER DX LESS RISE OF FLOOR	16-0	1 STRAKE @	= 4-11
SHELL ABOVE UPPER DX	9	2 " @	= 5-9
	34-3	1 " @	= 5-2
LESS BILGE	12-0	1 " @	= 5-0
	22-3	1 " @	= 5-5
BILGE GIRTH	9-5		33-9"
ALLOWANCE	2		
	31-10		
LANDING 2 @ 2 1/2	6		
" 4 @ 4 1/2	1-6		
	33-9"		



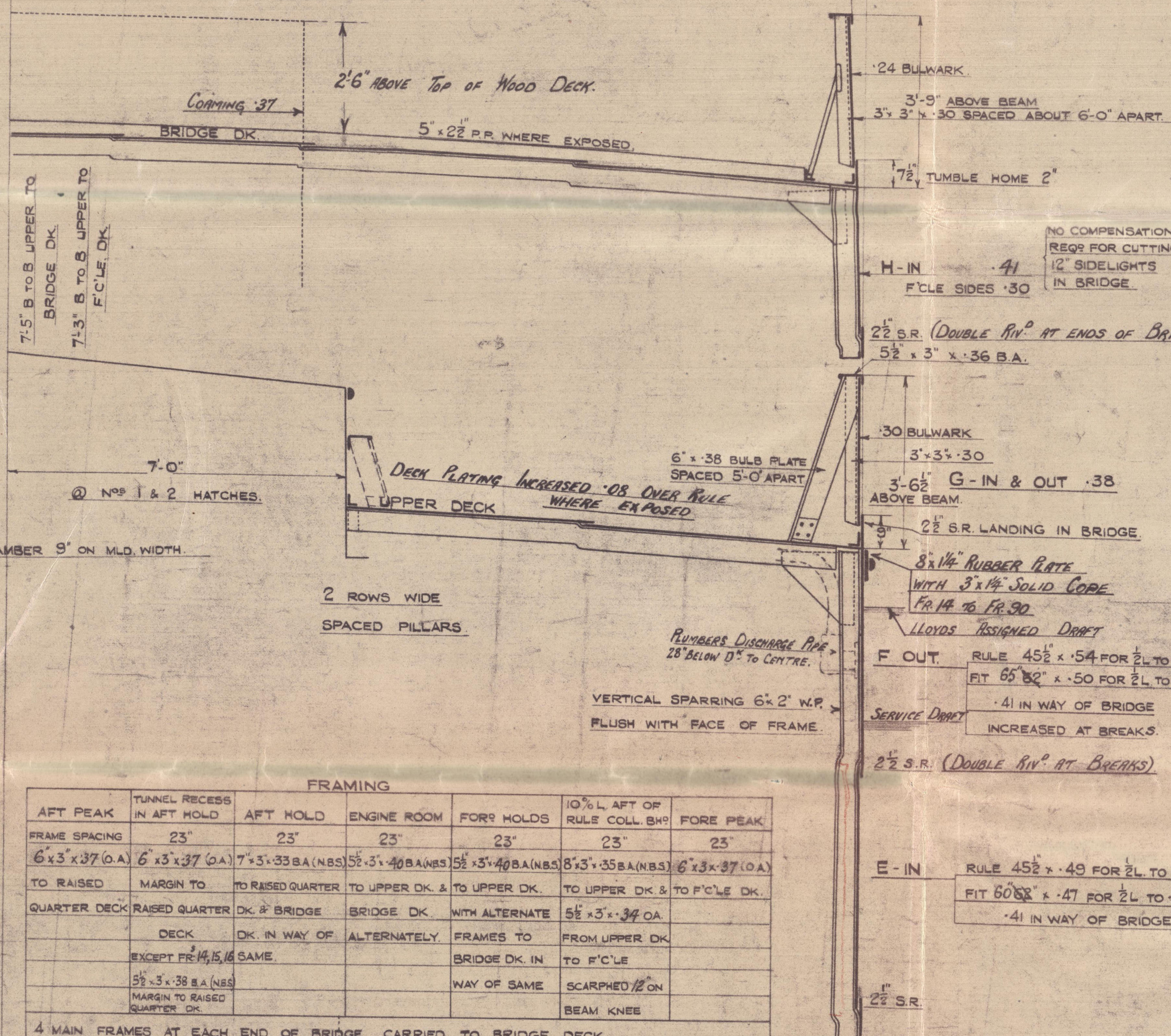
CENTRE & ENGINE GIRDER IN DOUBLE BOTTOM	
CENTRE GIRDER	12" x 3 $\frac{1}{2}$ " x 3 $\frac{1}{2}$ " ⁵⁵ CHANNEL INTEROSTIAL & 3 $\frac{1}{2}$ " x 3 $\frac{1}{2}$ " x 40 INTEROSTIAL ANGLES
VERTIGUS	5" x 3" x 40.
FLOORS	3 $\frac{1}{2}$ " x 3 $\frac{1}{2}$ "
SIDE GIRDER TO	70 CONTINUOUS PLATE
TANK ENGINE BEAT	
TOP ANGLES	5" x 5" x 60 DOUBLE TO TANK TOP
BOTTOM	3 $\frac{1}{2}$ " x 3 $\frac{1}{2}$ " x 50 SINGLE TO KEEL
VERT	5" x 5" x 5 $\frac{1}{2}$ " ⁴⁰ SINGLE INTER PLATE SPACE

DETAIL PLAN TO BE SUBMITTED FOR ENGINE SEATING



NOTE PER SPEC: FLOORS UNDER ENGINE SEATING & UNDER WIDE SPACED PILLARS
TO BE FITTED FLUSH WITH HEEL OF FRAMES AND REV. FRAMES.

INTERCOSTAL PLATES IN WAY OF ENGINE SEATINGS & WIDE
SPACED PILLARS TO BE FITTED FLUSH WITH HEELS OF TOP AND BOTTOM LUGS.



FRAMING						
RAFT PEAK	TUNNEL RECESS IN RAFT HOLD	RAFT HOLD	ENGINE ROOM	FORN HOLDS	10% L AFT OF RULE CALL B/W	FORE PEAK
FRAME SPACING	23'	23'	23'	23'	23'	23'
6'x3'x37' O.A.	6'x3'x37' O.A.	7'x5'x33' B.A. (NBS)	5'x5'x40' B.A. (NBS)	5'x5'x40' B.A. (NBS)	8'x5'x35' B.A. (NBS)	6'x3'x37' O.A.
TO RAISED	MARGIN TO RAISED QUARTER	TO RAISED QUARTER	TO UPPER DK. & L	TO UPPER DK. & L	TO UPPER DK. & L	TO F'C'LE DK
QUARTER DECK	RAISED QUARTER	DK. & BRIDGE	BRIDGE DK.	WITH ALTERNATE	5'x5'x37' O.A.	
	DECK	DK. IN WAY OF	ALTERNATE	FRAMES TO	FROM UPPER DK. & L	
	EXCEPT FRAMES	SAME		BRIDGE DK. IN	TO F'C'LE	
	5'x3'x38' B.A. (NBS)			WAY OF SAME	SCANNED ¹² / ₁₆ ON	
	MARGIN TO RAISED QUARTER DK.				BEAM KIRKE	

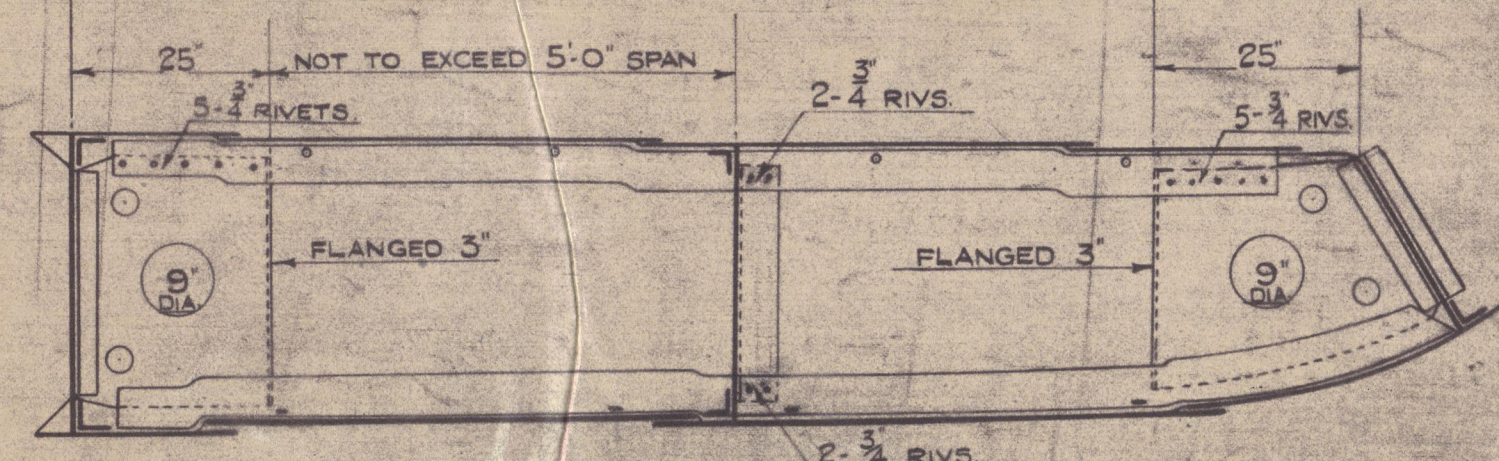
SEAMS & BUTTS IN HO
IN WAY OF PERMANENT
TANKS - DOUBLE RIV.

KEEL PLATE #

<u>TWO AFTERMOST KEEL</u> <u>PLATES TO BE INCREASED</u> <u>.04 IN LIEU OF KEEL RUBBER</u>	
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BOTTOM PLATING TO UPPER TURN OF BILGE .41 FOR 2L TO .37 AT AFT END
A. & B STRAKES FOR? OF 2L TO RULE POSITION OF COLLISION BWP. .45
BOSS PLATES .44. PLATES ATTACHED TO STERN FRAME .41

SECTION 20 OF THE RULES
TO BE COMPLIED WITH



SKETCH OF BKT FLOORS

Alex Stephen & Sons Ltd

No 546

M V KARU

Mids hip Section

(As built)

GLASGOW REPORT No. 55933

RETAIN



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Lloyd's Register
Foundation

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