

NOTE - ALL SECTIONS TO NEW BRITISH STANDARD.  
SCANTLINGS GIVEN ARE INTENDED TO BE  
THE MINIMUM.

LIST OF LAPPED BUTTS.

KEEL BUTTS 4" THROUGHOUT.

BOTTOM SHELL BUTTS 3" THROUGHOUT.

SIDE SHELL BUTTS 3" THROUGHOUT.

STRAKE BELOW SHEERSTRAKE BUTTS 2" THROUGHOUT.

SHEERSTRAKE BUTTS 4" FOR 1/2" LEN - 3" AT ENDS.

CENTER GIRDER BUTTS 2" THROUGHOUT.

E & B ROOM INNER BOTTOM PLATING BUTTS 3".

HOLD INNER BOTTOM PLATING BUTTS 2" THROUGHOUT.

INNER BOTTOM MIDDLE LINE STRAKE BUTTS (EXCEPT IN B.R.) 3" FOR 1/2" LEN - 2" AT ENDS. - *not acc. 48*

UPPER DECK STRINGER BUTTS 2" THROUGHOUT.

UPPER DECK PLATING BUTTS 2" FOR 1/2" LEN - 1" AT ENDS.

SHEER DECK STRINGER BUTTS 3" THROUGHOUT.

SHEER DECK PLATING BUTTS (ABRIST OPENINGS) 3" FOR 1/2" LEN - 1" AT ENDS. - *not acc. 42*

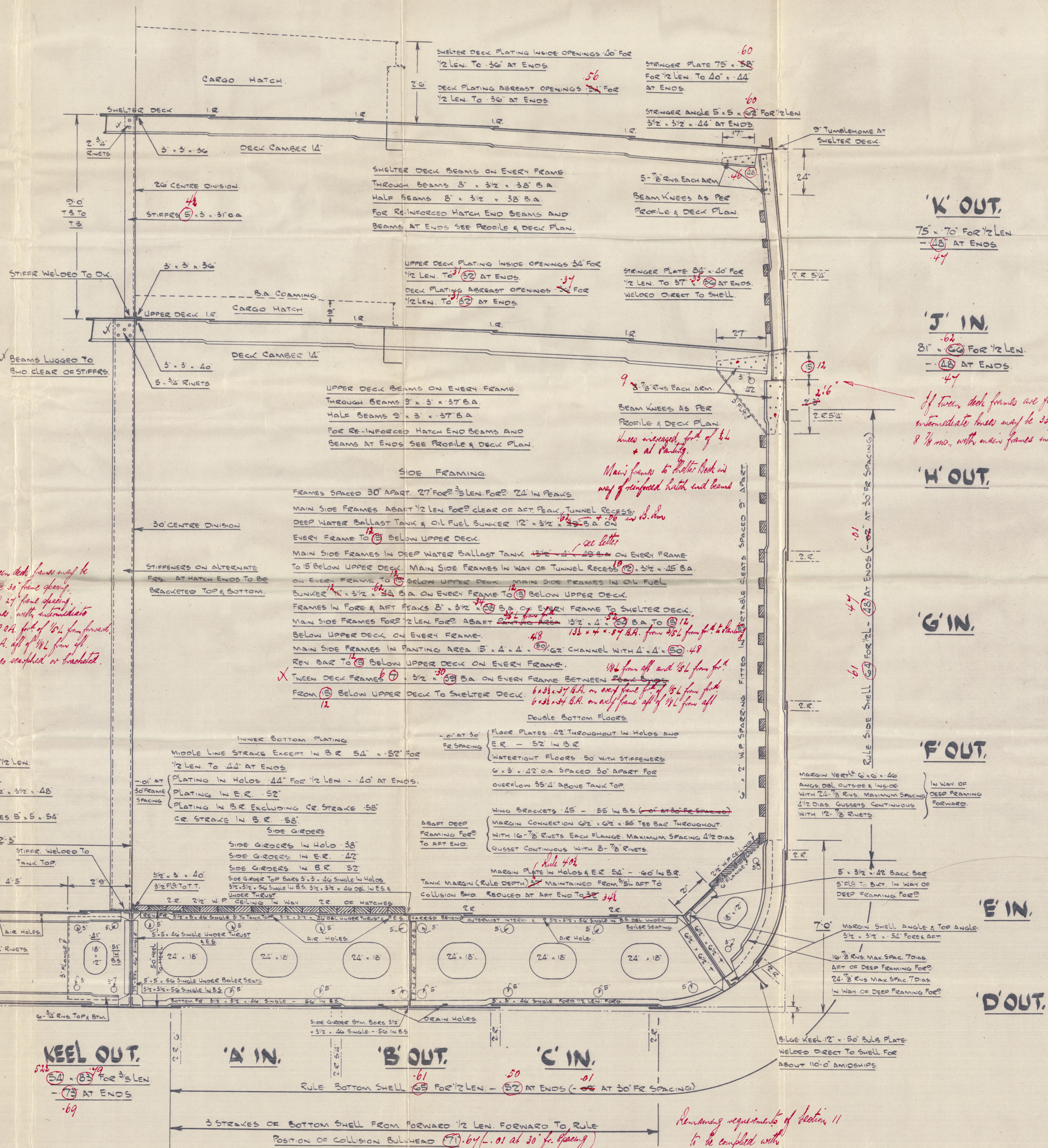
SHEER DECK PLATING BUTTS (INSIDE OPENINGS) 2" FOR 1/2" LEN - 1" AT ENDS.

MARGIN PLATE BUTTS 3" THROUGHOUT.

ADDITIONAL SIDE GIRDERS IN WAY  
OF ENGINE & THRUST SEATING.

CENTRE GIRDER  $50' \times 48'$  FOR  $\frac{1}{2}$  LEN.  
~~48'~~ AT ENDS ~~55'~~ ~~52'~~ IN BS.  
 CENTRE GIRDER TOP ANGLES  $3\frac{1}{2}' \times 3\frac{1}{2}' \times 48'$   
 FOR  $\frac{1}{2}$  LEN. -  $44'$  AT ENDS.  
 CENTRE GIRDER BOTTOM ANGLES  $8' \times 5' \times 54'$   
 FOR  $\frac{1}{2}$  LEN. -  $50'$  AT ENDS.

SOLID FLOORS ON EVERY FRAME IN ENGINE SPACE AND FORWARD 2<sup>ND</sup> LENGTH FOR<sup>D</sup> UNDER BOILER BEARERS & BULKHEADS.  
PARTIAL SOLID FLOORS UNDER THRUST ELSEWHERE SOLID FLOORS  
ON EVERY 3<sup>RD</sup> FRAME. BRACKET FLOORS INTERMEDIATE.



No. 484.

**SCALE 1/2" = 1'-0"**

COMPLETE SUPERSTRUCTURE VESSEL WITH TONNAGE OPENING

SECOND LONGITUDINAL NUMBER	$425 \times (57.25 + 38) =$	40498.25
ENGINEERS HOUSE	$1375 \times 8 \times .5 =$	550.00
ACCOMMODATION DEPT	$31.25 \times 8 \times .5 =$	125.16
CAPTAIN'S HOUSE	$275 \times 8 \times .5 =$	110.00
	TOTAL	41283.41

2 BOWER ANCHORS 7 $\frac{1}{2}$  CWTs. EACH STOCKLESS.  
1 BOWER ANCHOR 62 CWTs STOCKLESS.  
1 STREAM ANCHOR 20 $\frac{1}{2}$  CWTs. EX STOCK.  
300 FMS. 2"  $\frac{1}{8}$ " TAYCO STUD LINK CHAIN CABLE.  
120 FMS. 5" STREAM STEEL WIRE G  $\times$  12  
130 FMS. 5" STEEL WIRE TOWLINE G  $\times$  24.  
2 @ 100 FMS. EACH 8" HEMP HANGERS OR 2 $\frac{3}{4}$ " F.S.W.R. G  $\times$  12  
2 @ 100 FMS. EACH 8" HEMP WARPS OR 2 $\frac{3}{4}$ " F.S.W.R. G  $\times$  12.

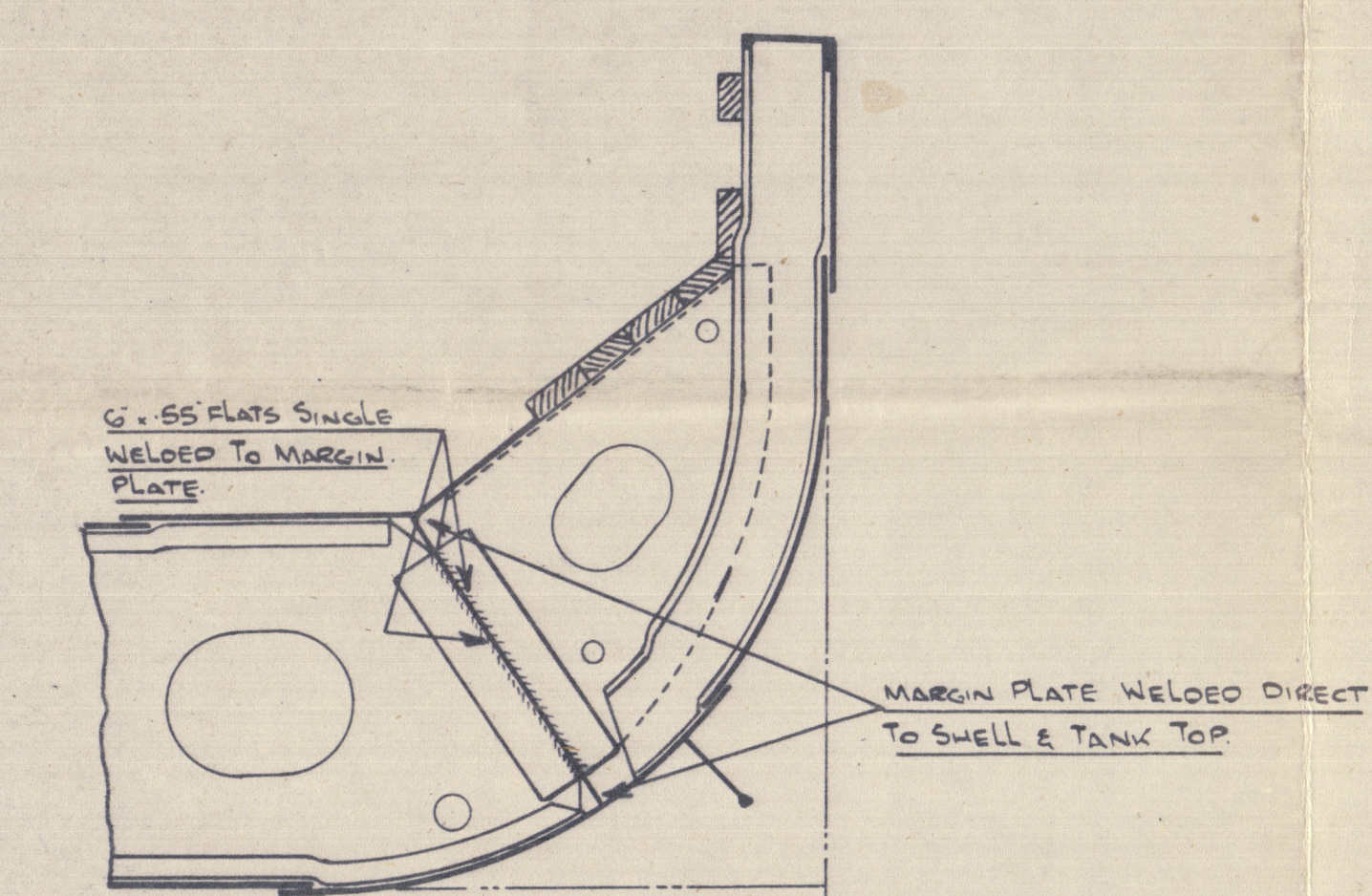
FIRST LONGITUDINAL NUMBER  $L \times D = 425 \times 37 = 15725$

SECOND LONGITUDINAL NUMBER  $L \times (8 \cdot 0) = 425 \times (57.29 + 37) = 40073.25$

$L/D$  TO SHELTER DECK  $= \frac{425}{38} = 11.184$

D MOULDED DEPTH  $= 29 \cdot 0' + 8 \cdot 0' = 37 \cdot 00'$

$d = 29 \cdot 0' - 4.17' = 24 \cdot 83' - 20''/2 = 24 \cdot 00'$



ALTERNATE ARREST AT TANK MARGIN  
ABFT DEEP FRAMING FORWARD.  
EXCEPT WHERE MARKED DETAILS SIMILAR  
AS SHOWN ON MIDSHIP SECTION.

APPROVED  
LLOYD'S REGISTER OF SHIPPING  
James H. Clark  
DATE 9/2/95  
Lloyd's Register Foundation



Wm Hamilton & Co Ltd

Land No 484

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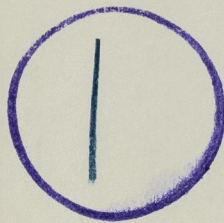
Middlehip Section

1/2 "TREGHISON"



GREENOCK FIRST ENTRY REBRT N° 24090.

RECORDS DEPT.  
LONDON



RETAIN



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Foundation

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