

SCANTLING NUMERALS.

L = 300. B = 44. D = 26.75. d = 16.29.

1ST LONGITUDINAL NUMERAL L.D = 300 x 26.75 = 8025.2ND LONGITUDINAL NUMERAL L.(B+D) = 300 x 70.75 = 21225.B = $\frac{300}{26.75} = 11.3$.

ALL SECTIONS ARE NEW BRITISH STANDARD.

S.S. "STUART PRINCE".
MIDSHIP SECTION. AS FITTED.

CLASS 100 A1 LLOYDS.

(WITH FREEBOARD)

DRAFT NOT EXCEEDING THAT CONTEMPLATED BY THE
RULES FOR COMPLETE SUPERSTRUCTURE VESSELS HAVING
A TONNAGE OPENINGSCALE $\frac{1}{2}$ " = 1 Foot

EQUIPMENT NO L.(B+D) = 2150

FORECASTLE = $\frac{3}{4} \times 29 \times 7.0 = 152$ DECKHOUSES = $\frac{3}{4} \times 66 \times 7.5 = 372$ + $35 \times 12.75 = 124$

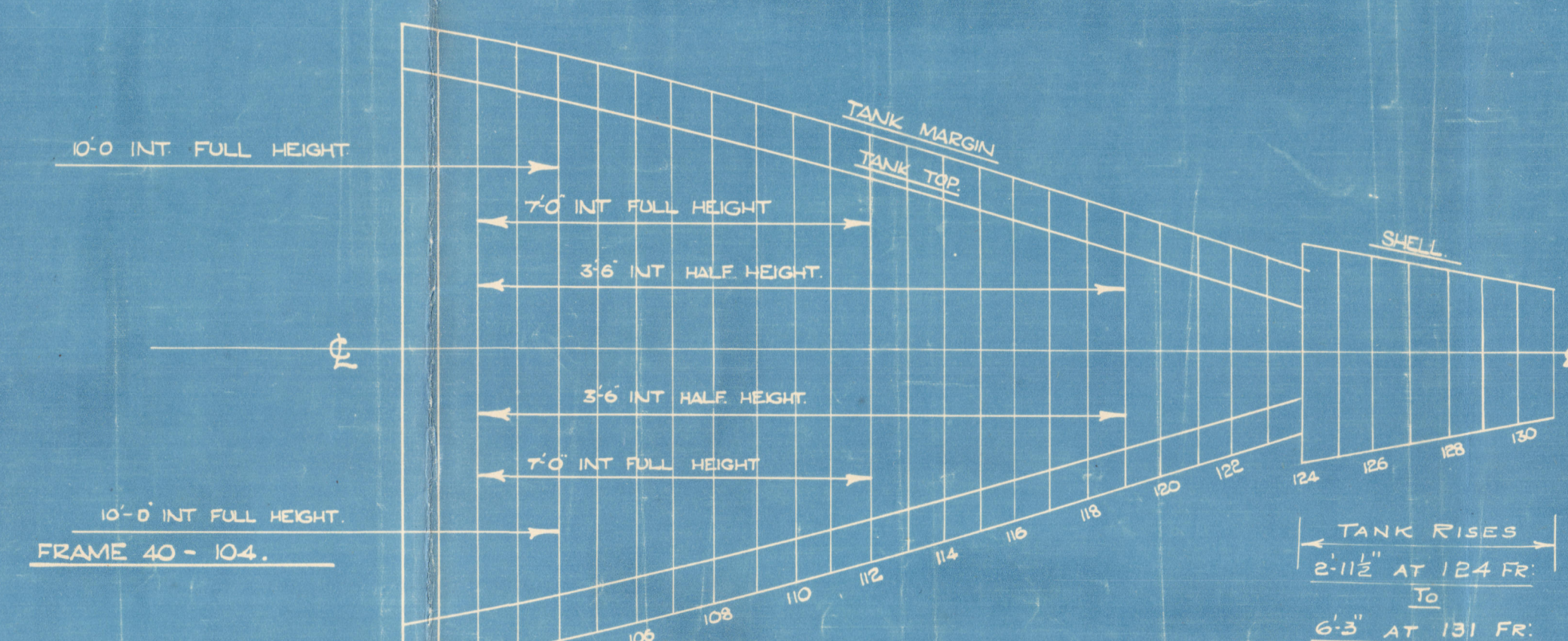
2198

EQUIPMENT LETTER "A"

2 BOWER ANCHORS STOCKLESS 42 CWT'S EACH.

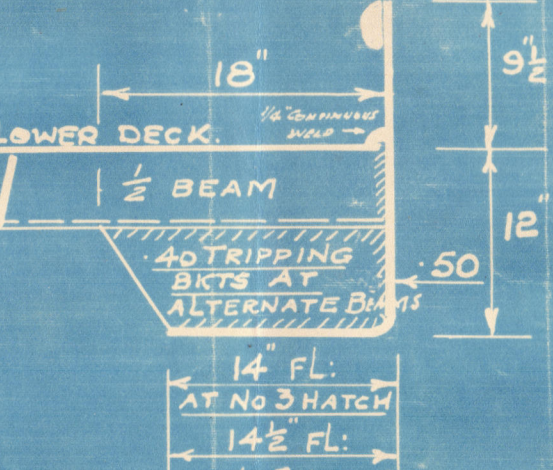
35%

1 STREAM ANCHOR EX STOCK.

240 FATHOMS $\frac{1}{16}$ " STUD CHAIN CABLE (2.0 FATHOMS IN 1089 SHIP ONLY).75 - $\frac{1}{4}$ " STEEL WIRE STREAM WIRE.100 - $\frac{1}{4}$ " - TOWLINE.2 - 90 - $\frac{1}{2}$ " - HAWESERS.2 - 90 - $\frac{1}{2}$ " - WARPS.

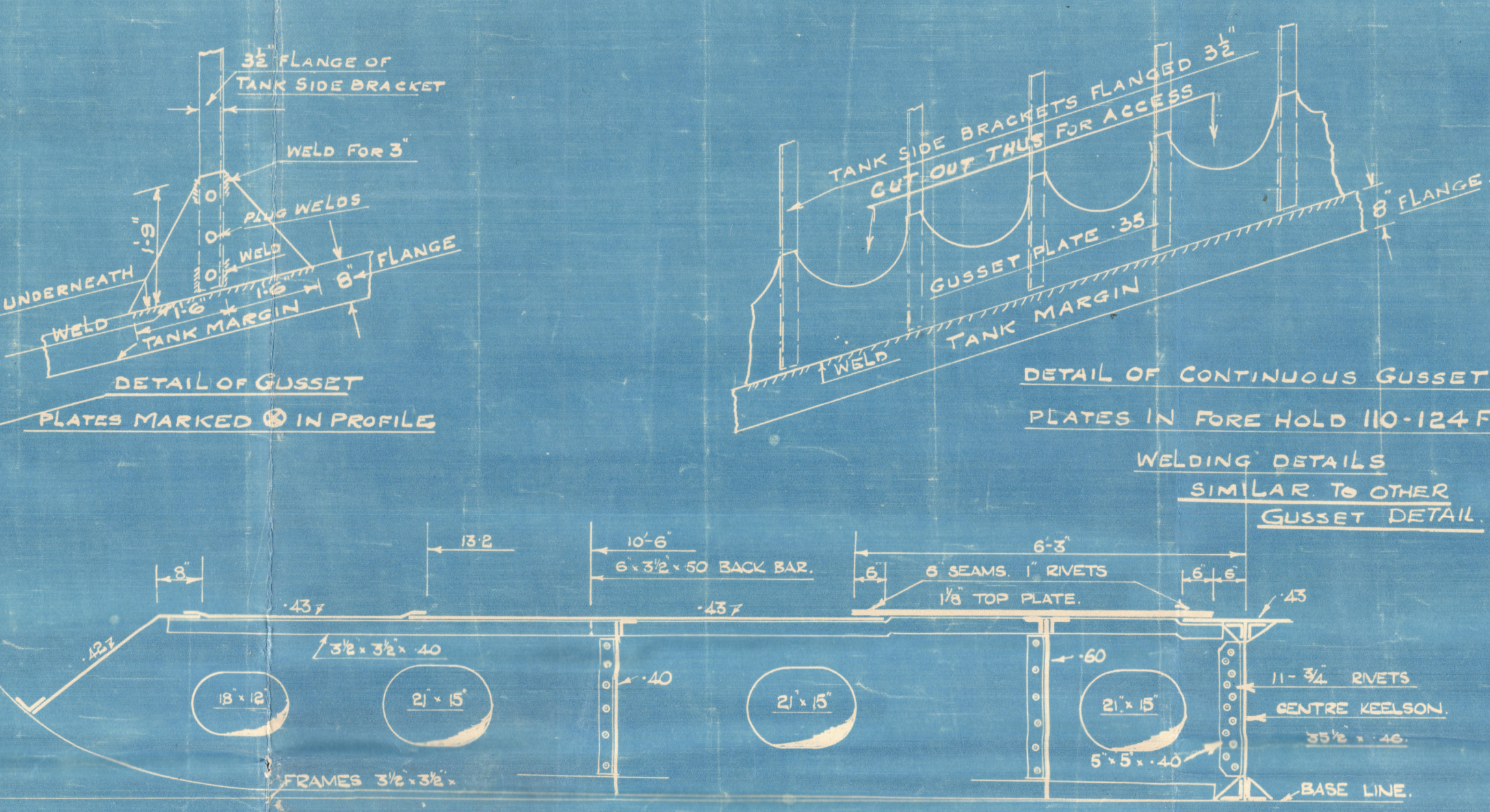
SKETCH SHOWING INTERCOSTALS AT FORE END

IN DOUBLE BOTTOM

SCALE $\frac{1}{2}$ " = 1 FOOTLOWER DECK HATCH SIDE COAMINGS (Scale $\frac{1}{2}$ " = 1 Foot)

Nos. 3 & 5 HATCHES.

Nos. 2 & 4 HATCHES



TYPICAL SECTION OF TANK TOP IN ENGINE ROOM.

RIVETING NOTES.

KEEL

KEEL BUTTS TREBLE RIVETED THROUGH-OUT
7/8 DIA RVS. 3/8 CRS WHERE PLATING OVER 50

CENTRE GIRDER

7/8 BUTTS $\frac{1}{2}$ RVS SPACED 5 APART
BOTTOM BARS TO KEEL $\frac{1}{8}$ RVS SPACED $\frac{1}{2}$ APART
OR KEELSON $\frac{1}{4}$ RVS SPACED $\frac{1}{2}$ APART
TOP BARS 5 PL WHERE WT $\frac{1}{4}$ RVS SPACED $\frac{1}{2}$ APART REELED BOTH
5 MON WT $\frac{1}{2}$ BOTH FLANGES
5 WT $\frac{1}{2}$ BOTH FLANGES

SHELL

A STRAKE TO F STRAKE INCLUSIVE TREBLE RIVETED
FOR $\frac{1}{2}$ L TO TREBLE & DOUBLE NOT EXCEEDING 42 AT ENDS
3/4 RVS 2/8 CRS WHERE TREBLE & DOUBLE
TREBLE RIVETED FOR $\frac{1}{2}$ L TO TREBLE & DOUBLE AT ENDS
WHERE NOT EXCEEDING 42. (EXCEPT WHERE 65 H STRAKE AT BREAK
18 RVS 3/8 CRS WHERE OVER 50 OF BRIDGE WHERE QUAD RIVETED)
1/4 - 2/8 NOT EXCEEDING 50.

FORECASTLE SIDE PLTG BUTTS

FORECASTLE SIDE PLTG BUTTS SINGLE RIVETED $\frac{1}{4}$ RVS 2/8 CRS.

DECK

UPPER DECK STRINGER BUTTS $\frac{1}{4}$ RVS 2/8 CRS.
DECK PLATING BUTTS 5

SHELL SEAMS

DOUBLE RIVETED SEAMS: $\frac{1}{4}$ LAPS $\frac{1}{8}$ RVS SPACED 3/8 CRS.
4/2 LAPS $\frac{1}{4}$ 3 CRS.

AT 20" SPACING

1/8 RVS IN $\frac{1}{4}$ SEAMS 7 RVS IN EACH ROW EXCLUDING FRAME RIVET.
7/8 - 4/8 8
1/8 - 5/4 6
1/4 - 4/2 7

NOTE

DOUBLE TANKERS TO BE FITTED IN ALL DOUBLE RIVETED SEAMS EXCEPT KEEL SEAM

BULGE KEEL

TEE BAR TO SHELL $\frac{1}{8}$ RVS 4/8 CRS.
BULGE PLATE TO BAR $\frac{1}{8}$ 6/8

TANK TOP

SEAMS OF TANK TOP $\frac{1}{4}$ RVS SPACED 3 APART (EX ENGINE SEAT PLATE)
BUTTS $\frac{1}{4}$ 4 ENGINE TOP PLATE.

MARGIN

BUTTS $\frac{1}{4}$ 3
ANGLES $\frac{1}{2}$ 5/8 BOTH FLANGES.

FRAMES

SIDE FRAMES TO SHELL GENERALLY $\frac{1}{2}$ RVS SPACED $\frac{1}{4}$ APART CRS (EX AS BELOW)
IN AFT PEAK & CRUISER STERN $\frac{1}{4}$ RVS SPACED 4/8 APART CRS.
FOR $\frac{1}{2}$ OF 16 FT TO STEM $\frac{1}{4}$ 3/8WATER TIGHT BULKHEAD FRAMES TO SHELL $\frac{1}{4}$ 3/8
TANK FRAMES TO SHELL GENERALLY $\frac{1}{4}$ 3/8 (EXCEPT WHERE 5/16)
FOR $\frac{1}{2}$ OF 16 (WHERE 5/16) $\frac{1}{4}$ 4/8 (SEE SKETCH)WATER TIGHT TANK DIVISIONS NO FRAMES FLOORS WELDED ALL ROUND
TANK FRAMES TO FLOORS GENERALLY $\frac{1}{4}$ RVS SPACED $\frac{1}{4}$ APART CRS (EX WHERE 5/16)
FRAMES TO FLOORS IN AFT PEAK $\frac{1}{4}$ 3/8FOR $\frac{1}{2}$ OF 16 (WHERE 5/16) $\frac{1}{4}$ 4/8 (SEE SKETCH)
CDB TANK FOR $\frac{1}{2}$ OF 16 (WHERE 5/16) $\frac{1}{4}$ 4/8 (SEE SKETCH)WATER TIGHT BULKHEAD FRAMES TO BULKHEAD WELDED
TANK REVERSE FRAMES TO FLOORS $\frac{1}{4}$ RVS SPACED $\frac{1}{4}$ APART CRS
TANK TOP GENERALLY $\frac{1}{4}$ 3/8 (EX IN WAY OF THICK DOUBLE PLATE)TANK REVERSE FRAMES TO TANK TOP IN WAY OF BOLLER BEARERS $\frac{1}{8}$ RVS SPACED
4/8 APART CRS. 1 RVS SPACED 5 APART IN WAY OF ENGINE SEAT THICK PLATE
PROPELLER BOSS PLATE 5/8FLANGED 3/8 AT GUSSET PLATE 5/8
BLDG MED. FOR 5/8 B4
8 x 4 1/2 50 TEE BAR
9 x 45 BULB PLATE7/8 D STRAKE IN & OUT
50 FOR $\frac{1}{2}$ L
TO 42 AT ENDS.

WELDING NOTES.

VENTILATING HOLES TO BE PUNCHED IN ALL BEAMS ABOUT 3'-0" APART
HOLES TO BE 3/8" SEMICIRCULAR AND BEAMS WELDED TO DECK AS PER
DETAIL

DETAIL

DETAIL

SEAMS & BUTTS WHERE WELDED AT SHIP-VEED
WELDER IN SHOP & PLT UNDER 38

BEAMS TO DECK - INTERMITTENT WELDS AS PER SKETCH

DETAIL

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SMITHS DOCK CO LTD
SHIPBUILDERS & ENGINEERS
SOUTH BANK ON TEE
ENGLAND

SHIP NO 1086 "NORMAN PRINCE"

1087 "LANDSTRIAN PRINCE"

1088 "THOR PRINCE"

1089 "STUART PRINCE"


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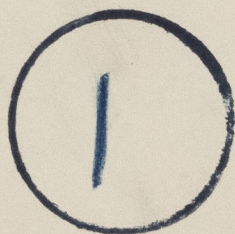
Foundation

004946-004953-0204

' FORT HAMILTON 'X

"STUART PRINCE" 

Whidbey section



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