

T.S.S. "SAN CASTO."

MIDSHIP SECTION.
TWIN SCREW OIL TANK STEAMERS.

N° 559.

LLOYDS 100 A.I. CLASS.
SCALE $\frac{1}{2}$ = 1 FOOT.

EQUIPMENT NUMERALS
(B+S)+D+15 = L+305 = 20130
POOP 82.87 x 7.5 x .75 466
TRUNK 184.5 x 7.5 x .5 691
FORECASTLE 37.63 x 7.5 x .75 212
DECKHOUSE 62 x 7.5 x .75 348
EQUIPMENT N° 21847

PRINCIPAL DIMENSIONS.
LENGTH B.P. 305'-0"
BREADTH EXTREME 51'-2 3/4"
Do MOULDED 51'-0"
DEPTH DO 15'-0"
TRUNK 7'-6"
TO CLASS: 100 A.I. CARRYING PETROLEUM
IN BULK? SPECIAL NOTATION: LONG¹⁰
FRAMING?
EQUIPMENT TO RULE
NUMERALS
D=15'
L+D=305.15 = 4575
L+(B+D)=305/(51+15) = 20130
DEPTHS TO LENGTH (TRUNK TOP)=
305 + 23.18 = 13.15
15'-0" + 7'-6" + 8 1/2" CRIP = 23'-2 1/2"

NO COMMUNICATION BETWEEN CENTRE TANKS AND WING TANKS.

TEST HEAD: CENTRE TANKS: 5.0 FEET ABOVE TOP OF TRUNK.

WING TANKS: 8.0 FEET ABOVE DECK.

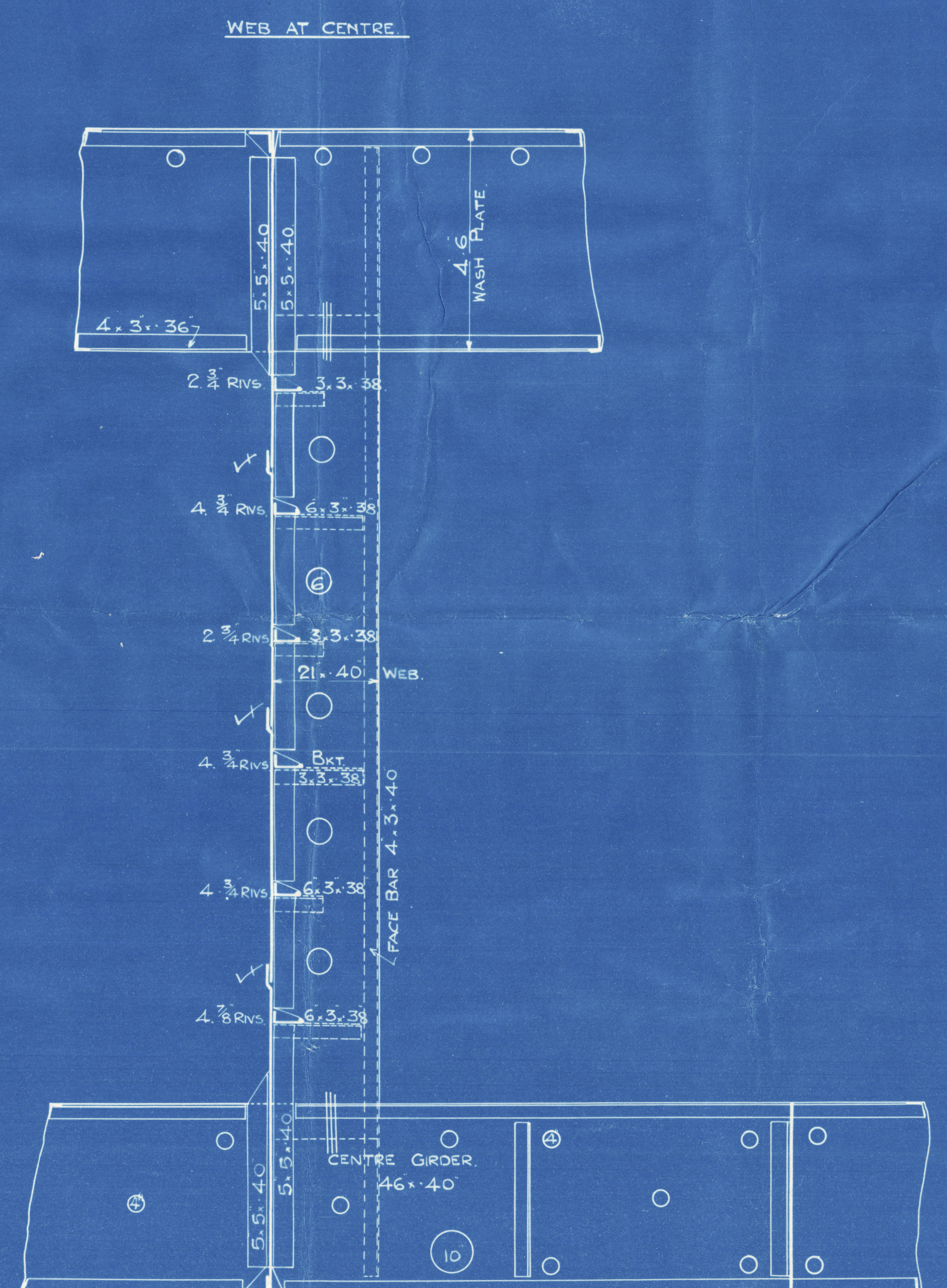
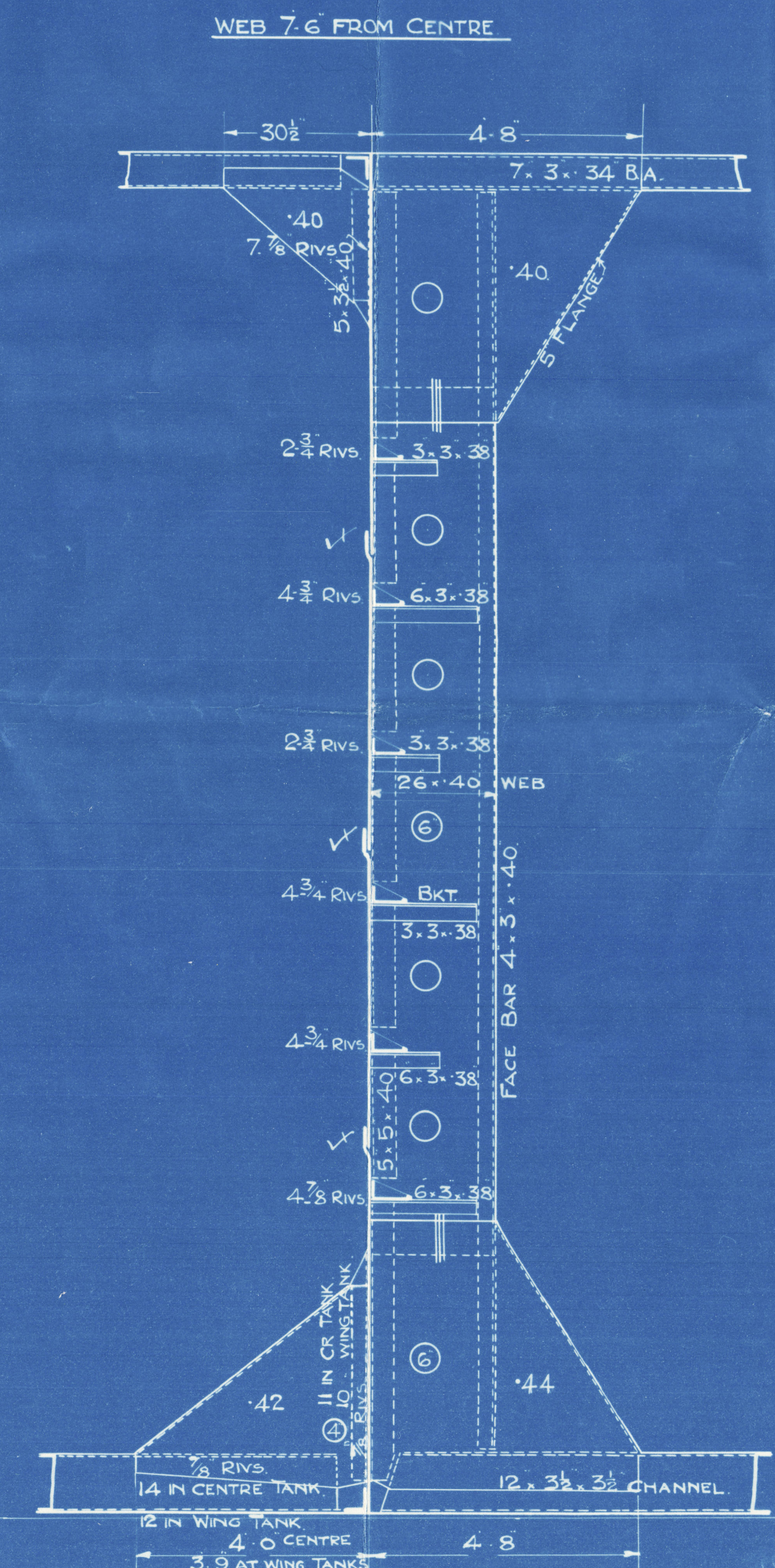
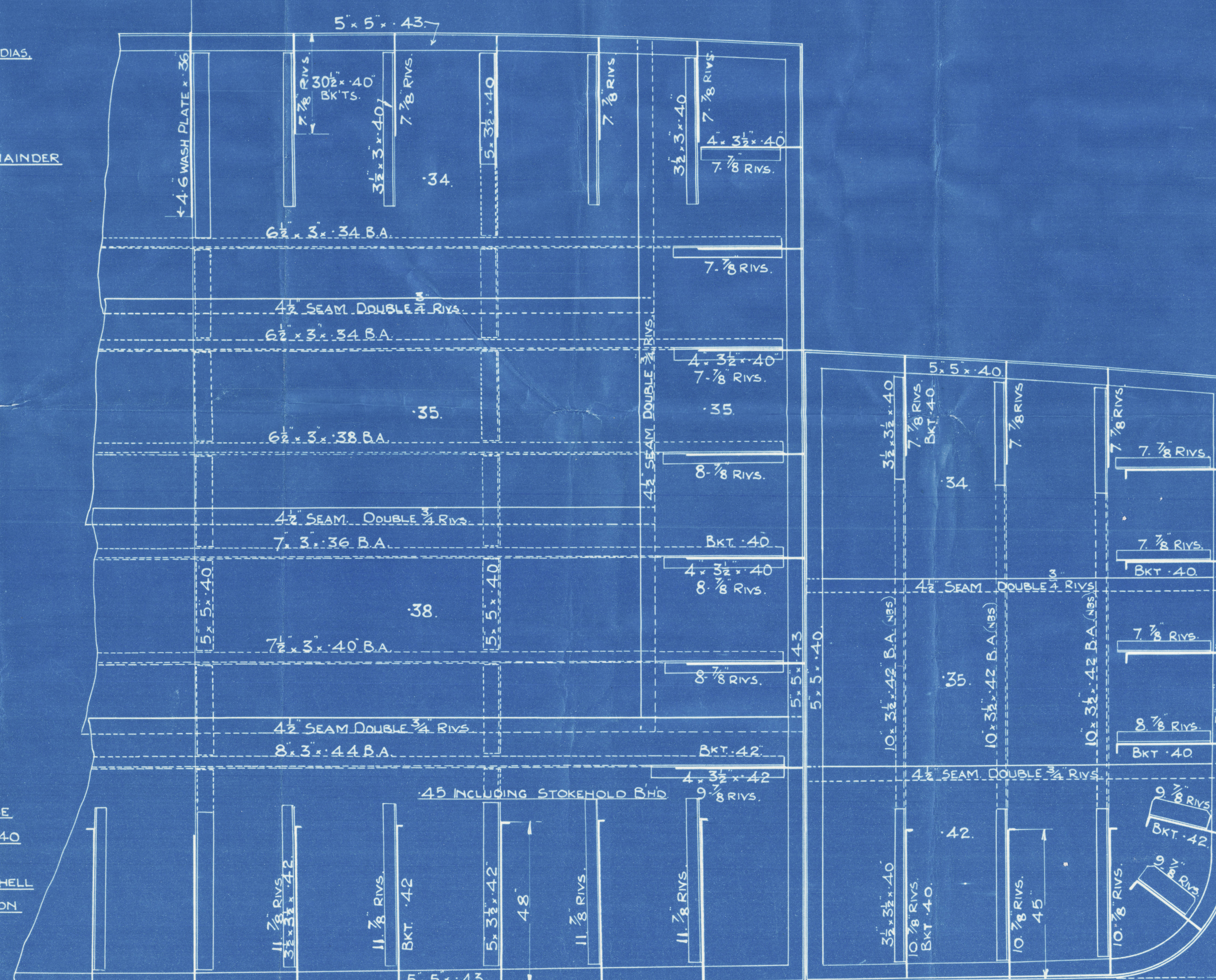
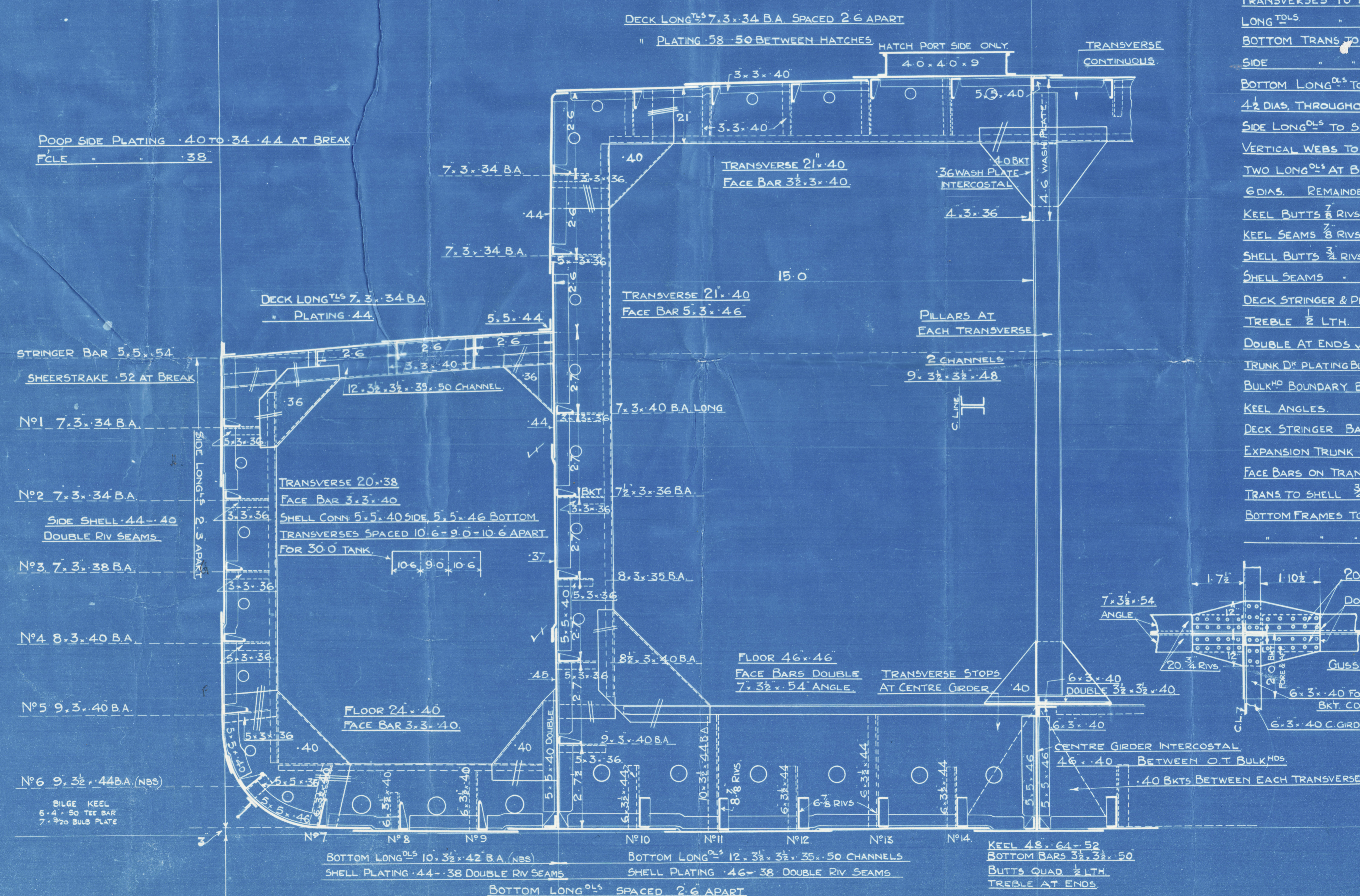
SEAMS OF BULKHEAD PLATING AT JUNCTION OF TRANSVERSE BULKHEADS WITH LONGITUDINAL BULKHEADS AND SHELL PLATING NOT TO BE JOGGED. SKETCH TO BE SUBMITTED.

RIVETING.

TRANSVERSES TO DECK RIVETS 5 DIA. APART
LONG¹⁰ " " " 6 " "
BOTTOM TRANS TO SHELL " 5 " "
SIDE " " " 5 " "
BOTTOM LONG¹⁰ TO SHELL 4 DIAS. FOR 10 RVS. EACH SIDE TRANS. & REMAINDER 6 DIAS. THROUGHOUT IN N°1 TANK.
SIDE LONG¹⁰ TO SHELL RIVETS 6 DIAS. APART
VERTICAL WEBS TO BHDs 7 RVS. 4 DIAS. APART.
TWO LONG¹⁰ AT BOTTOM ON SIDE BHDs 4 DIAS. FOR 10 RVS. EACH SIDE TRANS. REMAINDER 6 DIAS. REMAINDER OF LONG¹⁰ 6 DIAS. APART.
KEEL BUTTS 7/8 RVS. 4 DIAS. APART.
KEEL SEAMS 7/8 RVS. 4 DIAS. "
SHELL BUTTS 3/4 RVS. 3 1/2 DIAS. APART. TREBLE 1/2 LTH. DOUBLE AT ENDS.
SHELL SEAMS " " "
DECK STRINGER & PLATING 3/4 RVS. 3 1/2 DIAS. APART. STRINGER & TRUNK SIDE BUTTS TREBLE 1/2 LTH. WHERE NOT EXCEEDING .42
DOUBLE AT ENDS. DECK BUTTS DOUBLE FORE & AFT IN WAY OF OIL TRUNK D¹ PLATING BUTTS & SEAMS 7/8 RVS. 4 DIAS. APART. BUTTS TREBLE RVS.
BULK¹⁰ BOUNDARY BARS 3/4 RVS. 5 DIAS. APART.
KEEL ANGLES 7/8 " " "
DECK STRINGER BARS 7/8 " " "
EXPANSION TRUNK 3/4 " " "
FACE BARS ON TRANS. & WEBS 3/4 RVS. 6 DIAS. APART.
TRANS TO SHELL 3/4 RVS. 5 DIAS. APART.
BOTTOM FRAMES TO SHELL & FLOORS N°8-38 3/4 RVS. 6 DIAS. APART.
" " " " " N°55 FOR? 3/4 " 5 1/2 "

DOUBLE 20 3/8 RVS.
DOUBLE 3 1/2 x 40
GUSSET ON FACE BARS
OF BOTTOM TRANSVERSE
GUSSET .50
20 3/8 RVS.
6 x 3 1/2 x 40 FORE & AFT
BKT. CONN.
6 x 3 1/2 x 40 C. GIDER TOP BAR

BOTTOM SHELL PLATING IN WAY OF TRANSVERSE FRAMING, GRADED FROM .47 AT MIDSHIPS TO .40 AT ENDS. SHELL PLATING IN PEAKS .40 MIDSHIP THICKNESS OF 3 STRAKES OF BOTTOM SHELL PLATING TO BE MAINTAINED FOR² TO RULE POSITION OF COLLISION BULK¹⁰



34457
559
26613
LLOYDS REGISTER
SHIPPING
REGISTERED

Sunderland.

J. L. Thompson & Sons.

- No 559. -

"T.S.S. SAN CASTO."

Midship Section.

(as built).

SUNDERLAND RPT. NO. 29637



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Lloyd's Register
Foundation

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