

9.8.15

No 204 & 5.

SECRET  
AND  
CONFIDENTIAL

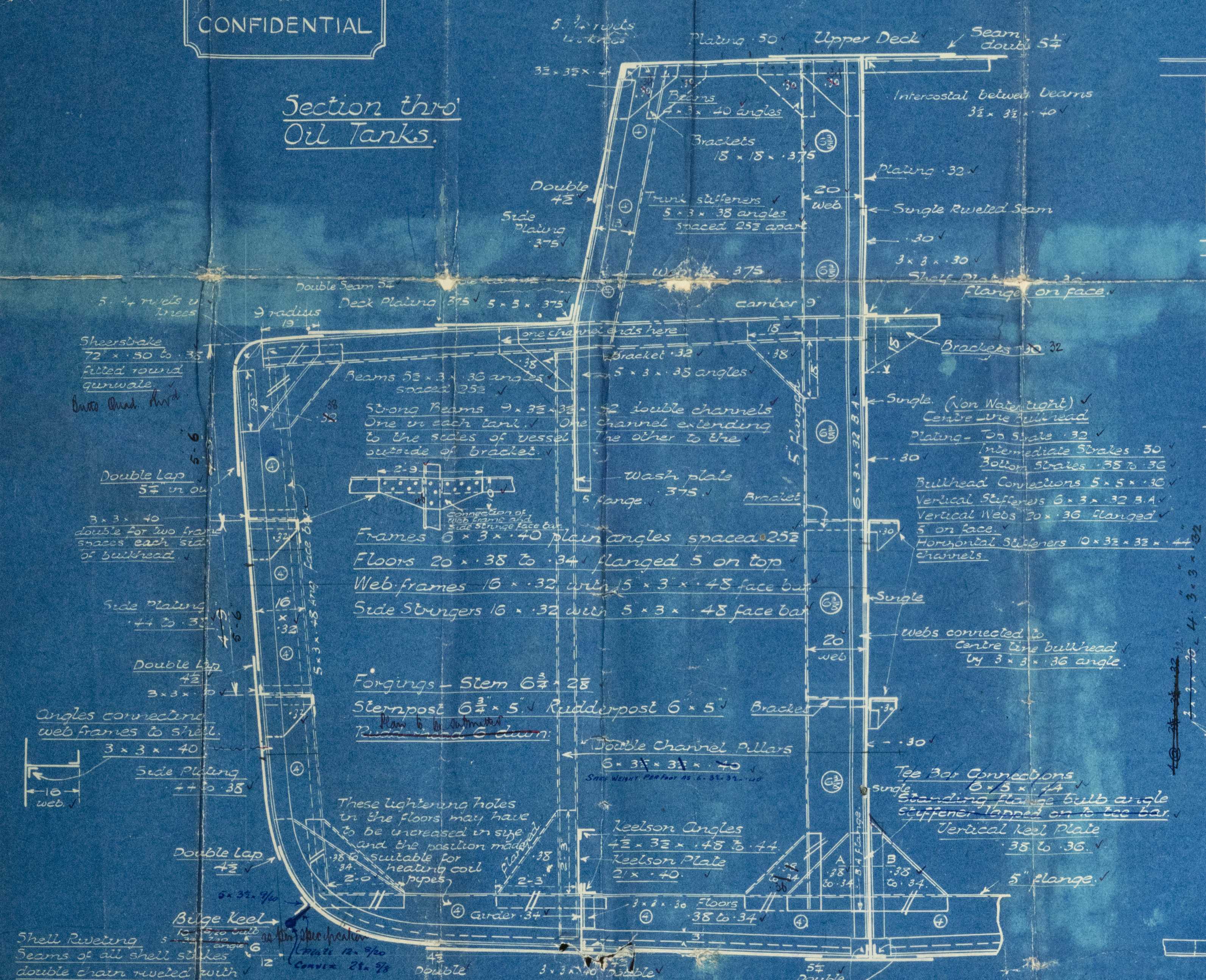
# MIDSHIP SECTION. OIL CARRYING STEAMER.

210'-0" BP x 34'-0" MLD x 16'-6" MLD.

Scale 1" = 1 foot

Note - Sections of equivalent strength to those shewn may be used.

Section thro' Oil Tanks.



Two bottom strakes each side of keel & thickness forward to collision bulkhead and bottom forward strengthened as per rule.

Shell Riveting: Seams of all shell strakes double chain riveted with 5 pair of rivets in each frame space. Butts of shell triple riveted overlap from keel to sheer.

Bottom Plating: 44 to 35.

Keel Angles: 3 1/2 x 3 1/2 x 1/4 to 1/2.

Flat Plate Keel: 4 x 50 to 40.

Section thro' AB.



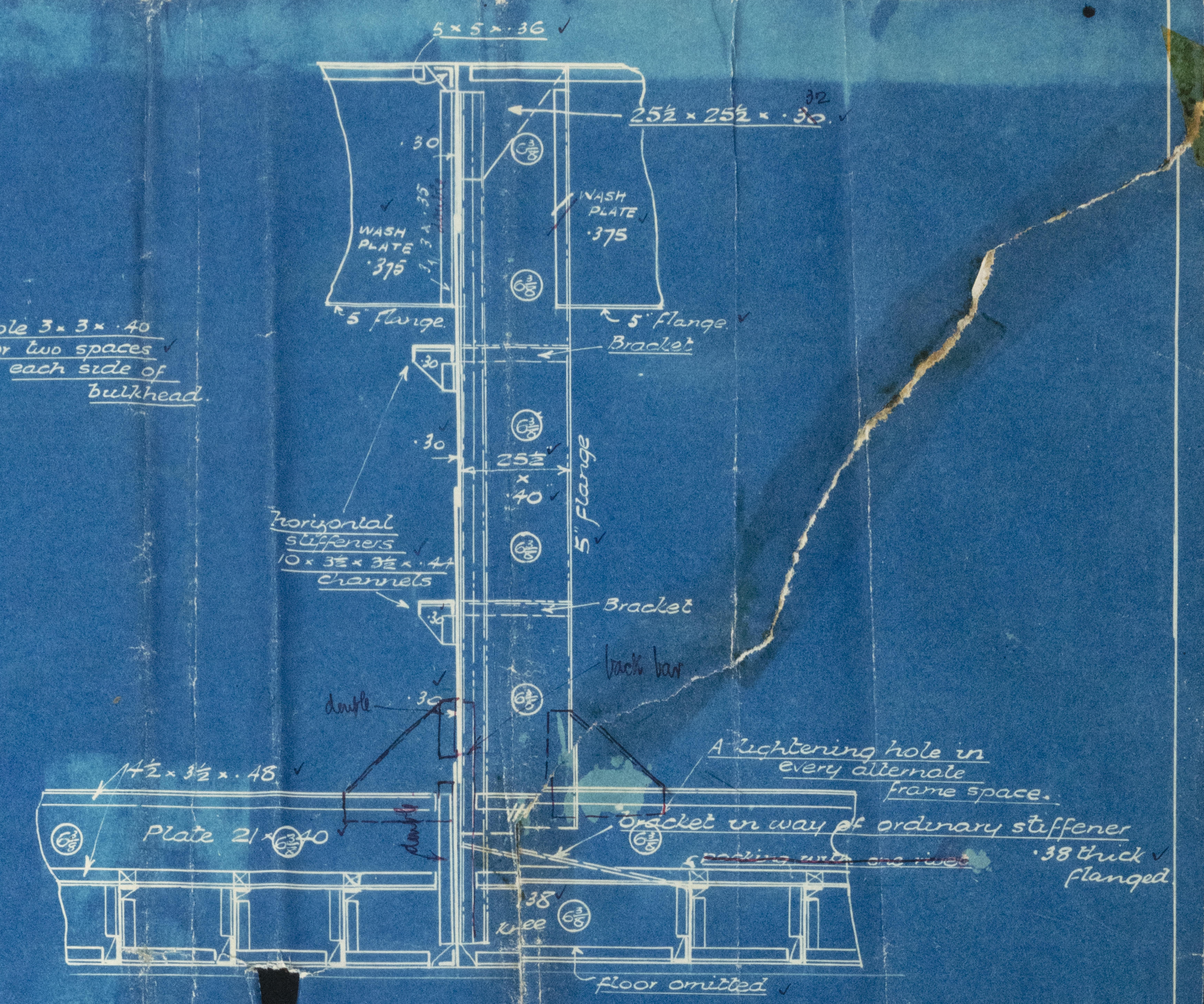
Oilight Bulkhead

Equipment Number  
(B+D) x L = (34+16.5) x 210 = 10605  
(P-44.6) x (F+40.3) = 34.75  
84.62 x 7.3 = 444.24  
Trunk (22.81 ft) = 25.37 x 7 = 435.79  
10605 + 444.24 + 435.79 = 11485.63  
11485.63

Equipment  
2 Bower Anchors 2 1/2 cwt stockless  
1 Bower Anchor 20 cwt  
1 Steam Anchor 6 cwt on stock  
1 Kedge Anchor 3 cwt  
210 fathoms 1/2 inch chain cable  
50 " 3/8 inch cable or 3/4 steel wire  
90 " 5/8 inch cable or 3/4 steel wire  
90 " 6 hawser  
90 " 5 warp  
To be supplied by Admiralty

Numerals  
Breadth 34.0  
Depth 16.5  
50.5 = Transverse No  
Length 210.0  
10605 = Longitudinal No  
Proportions Length to Depth = 12.72

Sheer  
Forward 3' 0"  
Aft 1' 6"  
1/2 L forward 1' 7 1/2"  
1/2 L aft 9' 0"



Section showing webs &c at transverse bulkheads

Builders Aug 6, 1915  
The Tyne Iron Ship Building Co Ltd  
Willington Quay on Tyne  
Drawing No 1716

0055 100 8878-004



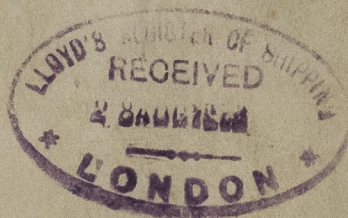
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Tears The Lync From 8th. 18th

No 204 and 205

Midship Section  
and  
Oil Light Bulkhead

R.F.A. P.H.I.L.O.  
NEWCASTLE ON TYNE.

Report No. 69096



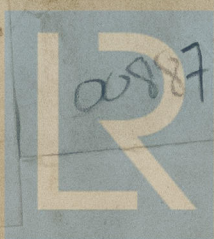
R.F.A. "SCOTOL"  
NEWCASTLE ON TYNE.

Report No. 69357

DS. 448

30 SEP 1926

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Lloyd's Register  
Foundation