

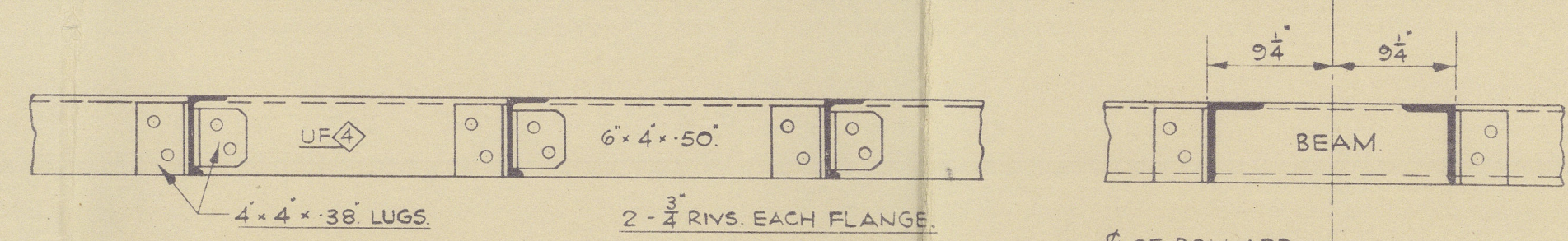
SCALE :- $\frac{1}{4}$ = ONE FOOT.

EQUWARK STAYS WELDED TO DECK, FOR POSITIONS & DETAILS SEE "SHELL EXPANSION"
DEEP BEAM KNEES FITTED AT FRAMES 70, 75, 74, 62 & 60 (SEE "FRAME ARRANGEMENT")
DEEP BRACKETEES FITTED TO BEAMS MARKED THUS: * FRAMES 31 & 41 PYS " " "
AIR ESCAPE HOLES PUNCHED IN BEAMS IN OIL FUEL TANKS & FORE PEAK BALLAST TANK,
WATERTIGHT HATCH COAMINGS WELDED TO DECK
DECK VACUUM & PASSAGES Laid WITH LONG EQUW EXCEPT WHERE MARKED OTHERWISE

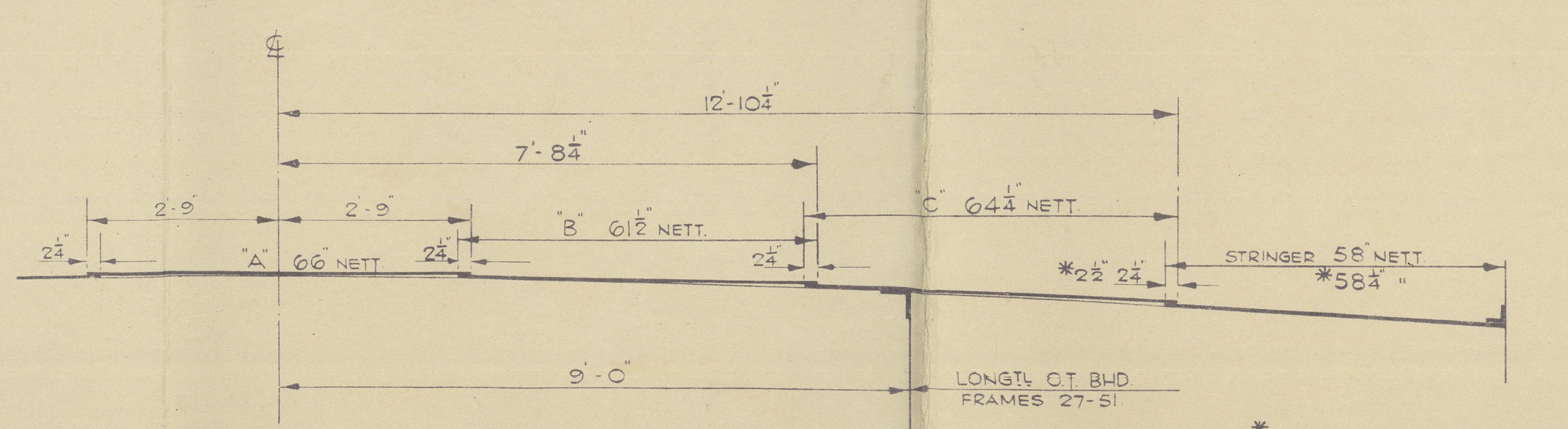
RIVETING.

| | ITEM | DIA. | SPACING |
|---|-----------------------------------|----------------|---------|
| BUTTS OF STRINGER PLATES | 4 3/8 DR LAPS | 5/8" | 2 1/2" |
| " OF DECK PLATING | 4 3/8 " " | 5/8" | 2 1/2" |
| " " REMAINDER | 2 1/2 SR LAPS | 5/8" | 2 1/2" |
| BEAMS OF DECK PLATING, 2 1/2" SO LAPS | 8 - 5/8" DIA. RIVETS PER SPACE | EX BEAM RIVETS | |
| " " 2 1/2" SR LAPS 7 - 3/4" DIA. | " " | " " | " " |
| W.T. OF BT. QHD. BOUNDARY ANGLES TO DECK | | 3/4" | 3 1/2" |
| BEAMS TO DECK IN OIL FUEL TANKS & BALLAST TANKS | | " | 4 1/2" |
| " " AT 35.37 & 44 BETWEEN LONGT. BHDS. | | 5/8" | 3 1/2" |
| " " REMAINDER | | " | 4 1/8" |
| STRINGER ANGLE TO DECK | FRS. 20 TO 55-G | 3/4" | 3" |
| " " REMAINDER | | " | 2 3/4" |
| " " SHELL | FRS 20 TO 55-G | 3/8" | 3" |
| " " REMAINDER | | " | 3 3/8" |
| ENGINE CASING | 8' FOLEY END DECK ANGLES TO DECK. | 5/8" | 3 1/2" |
| 6 1/2" XING (MPS. 45 TO 80-G) & ANGLE AT 60° DOWN OR FR. 44 TO DECK | | " | 3 3/4" |
| BOLDER CASING (REMAINDER) DIV 5' BHDS DECK ANGLES TO DECK | | " | 4 1/8" |

| | | | |
|--|------------|------------------------|------------|
| <u>RIVETING IN WAY OF OIL BUNKERS & DEEP TANKS</u> | | | |
| BUTTS OF STRINGER PLATES | 5" OR LAPS | $\frac{3}{4}$ " DIARNS | 2" SPACING |
| " " DECK PLATES | 5" OR LAPS | $\frac{3}{4}$ " DIARNS | 3" SPACING |

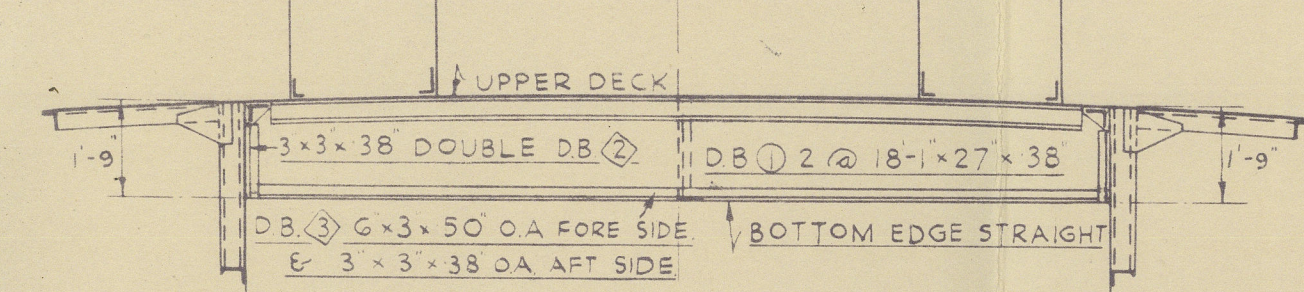


FORE & AFTERS UNDER 14 BOLLARDS, AT FRAMES 73 TO 77. SCALE:- 1" = ONE FOOT.
NOTE:- FRAMES 59 TO 63 (IN WAY OF 5 BEAMS), LUGS NOT FITTED. FORE & AFTERS RIVETED TO DECK & WELDED TO BEAMS.

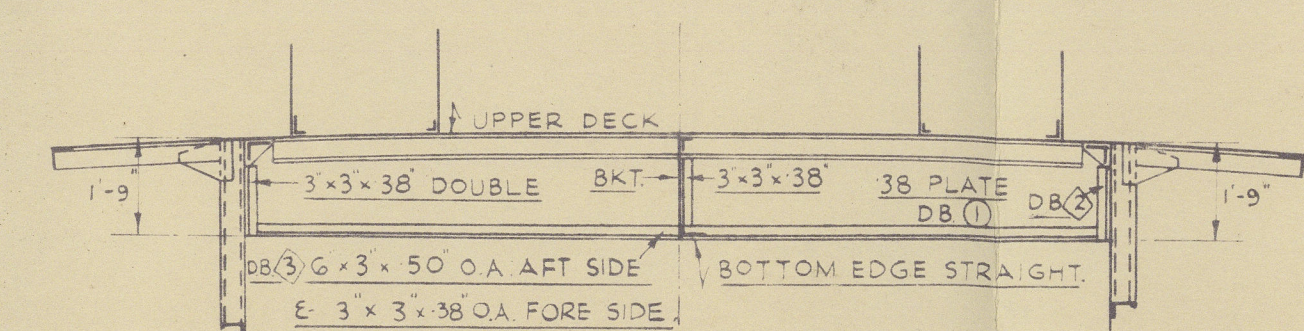


TYPICAL SECTION THRO' PLATING. (SCALE: - $\frac{1}{2}$ " = ONE FOOT)

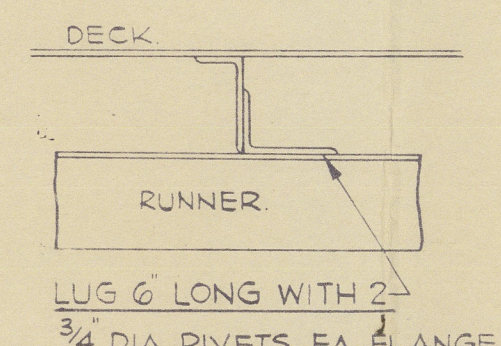
NOTE:- DECK PLATING 'CLINKER' GENERALLY, BUT 'C' STRAKE IS 'OUT' FROM FRAMES 21-22 TO 53



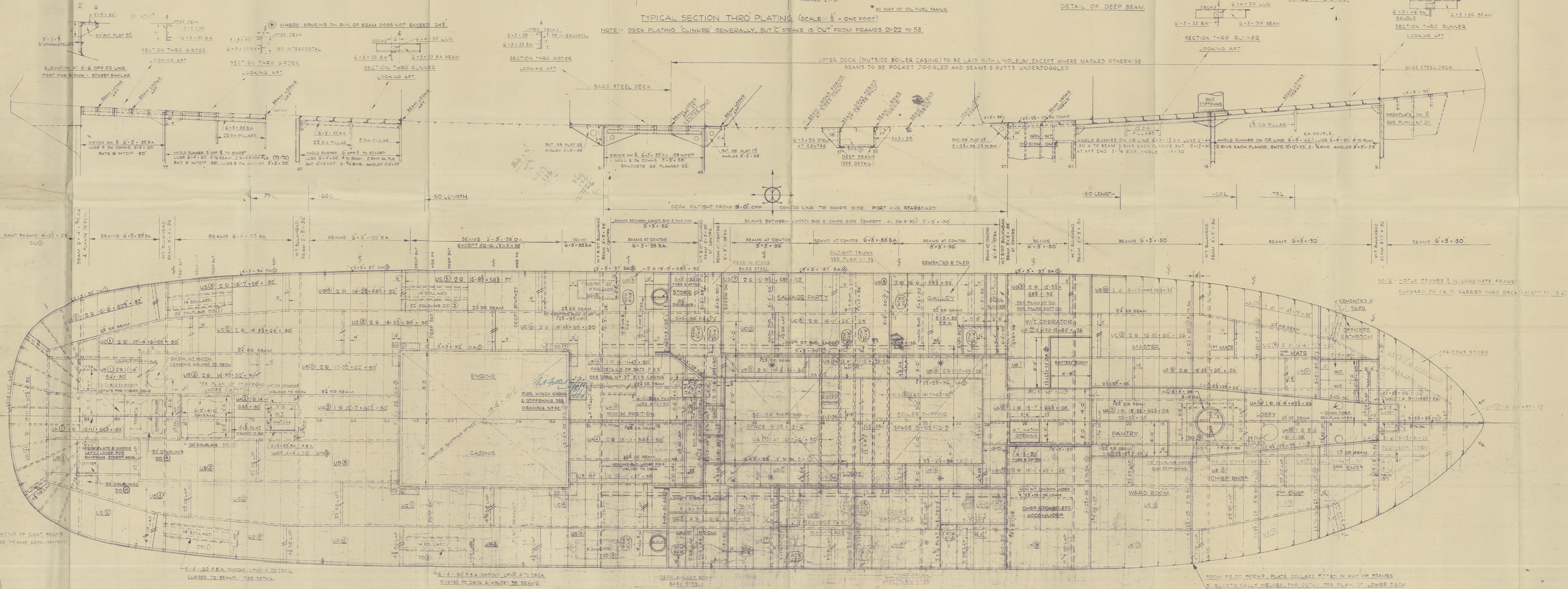
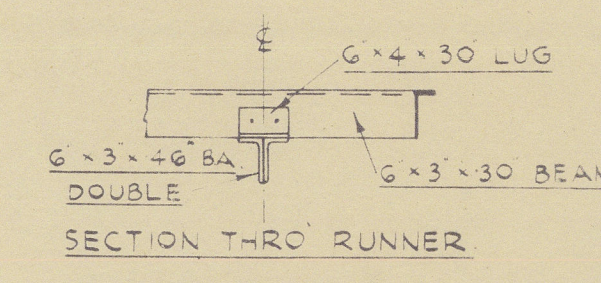
FRAME 37 LOOKING AFT
DETAIL OF DEEP BEAM.



FRAME 35 LOOKING AFT
DETAIL OF DEEP BEAM.



6" x 4" x 30" LUGS AT RUNNERS



FORWARD OR AHEAD FRAMES & INTERMEDIATE FRAMES

FOR SPACING OF CANT BEAMS
SEE "FRAME ARRANGEMENT".

6"x4" 50 F/A CHOCKS U=4" TO CEILING
LUGGED TO BEAMS. SEE DETAIL.

6" x 4" x .50 P & A CHOCKS UP \diamond 4" TO DECK
RIVETED TO DECK & WELDED TO BEAMS.

CEMENTED & TILED (STARBOARD CH)

FROM #2 TO FORMER, PLATE COLLARS FITTED IN WAY OF FRAMES
B ELECTRICALLY WELDED, FOR DETAIL SEE PLAN OF LOWER DECK



H .M T.S. Tug "SAMSON"

Messrs A.Hall and Co.

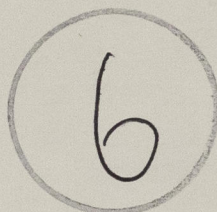
Yard No. 741 Eng. No 453/4

ABERDEEN Report No. 23645

March 1954

Upper Deck (as fitted)

RECORDS DEPT.,
LONDON.



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