

26/5/23

A to P Long 7/8 Ruled spaced 3 1/2 dia for 9 Ruled every 60 in elsewhere
Side of Trans or Bulld 60 in elsewhere
Side Long not to exceed 2' 6" apart

In Oil Tank or Oil Fuel Tank Ford on Flat of Bottom Ruled Spaced 4 1/2 dia throughout

7/8 Ruled spaced 6 dia apart

60 in elsewhere

60 in elsewhere

60 in elsewhere

60 in elsewhere

60 in elsewhere

60 in elsewhere

60 in elsewhere

60 in elsewhere

60 in elsewhere

60 in elsewhere

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60 in elsewhere

60 in elsewhere

60 in elsewhere

60 in elsewhere

60 in elsewhere

60 in elsewhere

Scantlings for Bridge & Frie To Be Submitted

Poop Deck 30

Casing Side

Poop Long 64 x 3 x 32 1/2 Bulb Ang
Beam Pl 10 x 38
Face Bar 4 x 3 x 40

Side Webs 15 x 38
Face Bar 4 x 3 x 40
Shell Lugs 3 x 3 x 38

Deck Plating 1/4 for 1/2 Len. to 1/2 in way of Oil Tanks 3/8 at Ends
one Stroke P or S 5/8
Bulls Double Riv where below 7/8

Oil Hatch 6'0 x 4'0

Transverse 18 x 40
Face Bar 4 x 3 x 44
Shell Bars 3 x 3 x 40

Trunk Side 44

Deck Long 7 x 3 x 38 Bulb Ang
Face Bar 4 x 3 x 40

Deck Cor 3 x 3 x 40

Transverse 20 x 40
Face Bar 7 x 3 x 60 Ord single sample

FORGINGS
Stern Bar 10 1/2 x 2 7/8
Propeller Post 10 1/2 x 8 1/2
Rudder Post 9 x 8 1/2

SIDE TRANSVERSE 36 x 46
(Increased for Sheer In End Tanks)
Shell Bar 6 x 6 x 46 Single
Double Row 7/8 Ruled spaced 4 1/2 dia.
Face Bar 7 x 3 x 40 Ord Ang Single

SPACING OF TRANSVERSES 8' 11"

CENTRE LINE BULK TRANS. 36 x 40
Face Bar 7 x 3 x 40 Ord Ang Single
Cor. Angle 6 x 6 x 44
Two Complete Rows of Ruled 7/8 dia.
Spaced 4 1/2 dia

LINE OF BULKHEAD WEBS

Lightening Holes not less than 8" Clear of Notches for Longitudinals
Notches for Longitudinals to be well Rounded at Corners

BOTTOM TRANSVERSE 48 x 46
Shell Bar 6 x 6 x 46 Single Double from Keel to Main Dk in Way of Deep Tank
Face Bar 7 x 3 x 70 Ord Ang Single

Long 3 x 3 x 44 8 Ruled

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MIDSHIP SECTION

S.S. No 691

435'-0" B.P. x 57'-0" MLD x 33'-10" MLD

LONGITUDINAL FRAMING

CLASS 100 A.I. LLOYDS

SCALE 1/2" = 1' FOOT

NUMBERS

Depth 33' 83 Breadth 57' 0
B + D (57' 0 + 33' 83) = 90' 83
L + (B + D) 434' 5 (57' 0 + 33' 83) = 394' 65
B = 12' 84

EQUIPMENT No

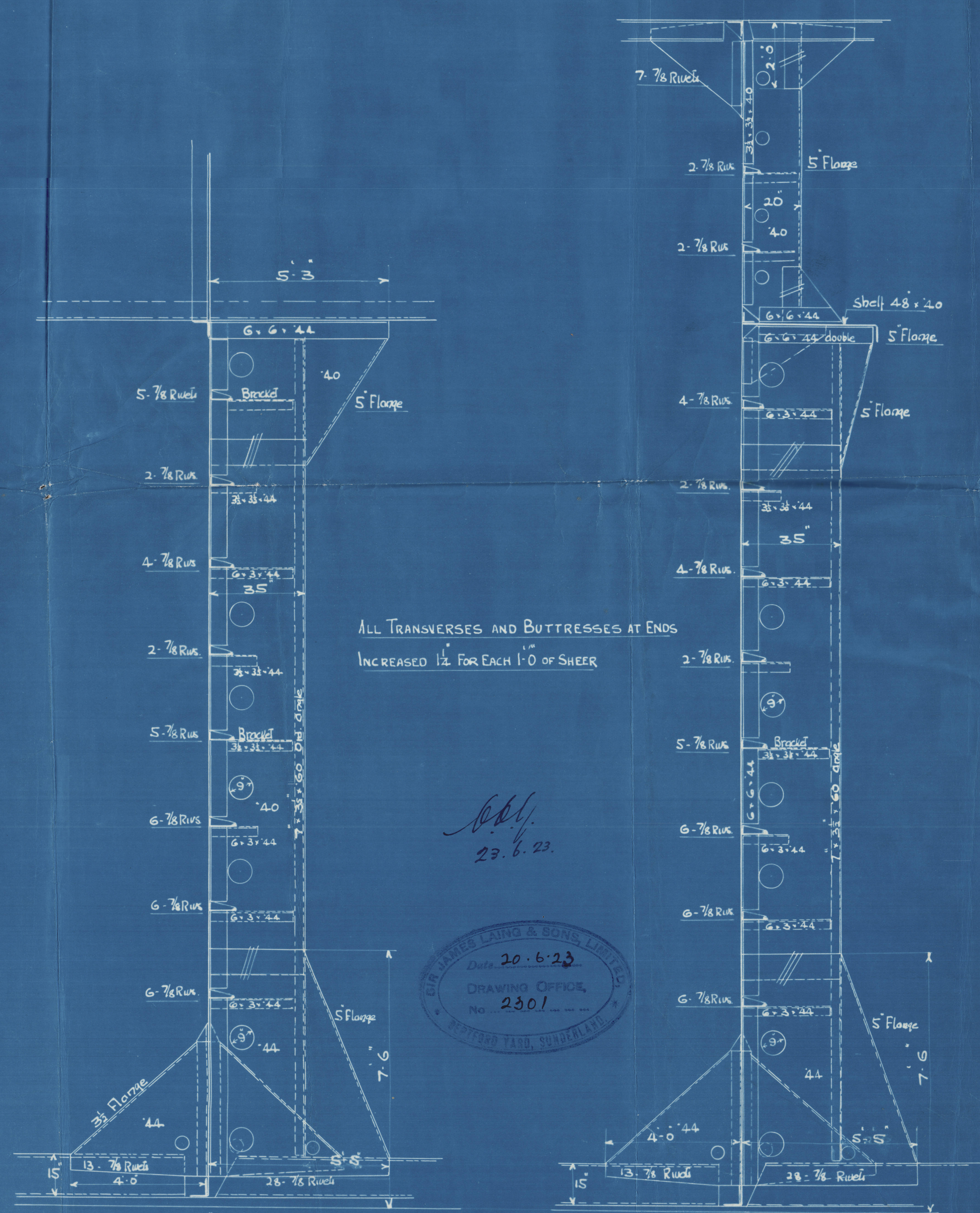
Long No = 39465
Erections 141' 3 x 8' 75 114' 8
Deck Houses 144' 8 x 50 576
NO = 41189

EQUIPMENT

2 Bowe Slackless Anchors 72 1/2 cwt each
1 do do 62 "
1 Stream Anchor 20 1/2 " ex stock
300 Fathoms 2 7/8 Stud Chain Cable
120 " S Steel Wire
130 " 5 1/2 do Current Gage to wire
4 - 100 lbs each 8' Manila Warps

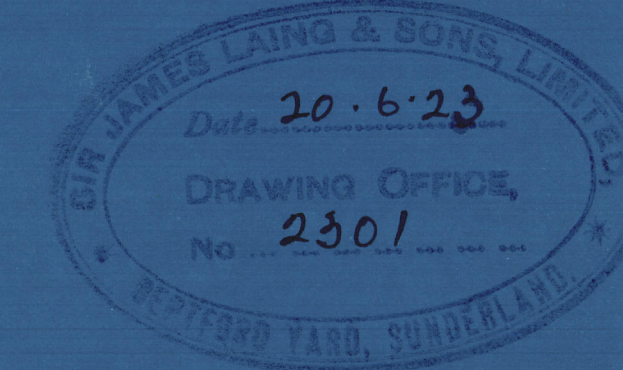
RIVETING

Keel Bulls double Straps Treble Riv. or Quadruple Overlaps for 1/2 Len.
Quadruple to Treble Riv. overlaps at Ends
Bottom Plating Bulls Quad Riv. overlaps for 1/2 Len. To Treble at Ends
Side " " Treble Riv. overlaps all tone of All
Sheerstrake Bulls Quad Riv. Laps to 60" Treble at Ends
Strake below " " " " " "
Upper Dk Stringer Bulls Quad Riv. overlaps To Treble at ends
" " Plating double " " " Single " "
2nd Dk Stringer Treble " " " Double at Ends
" " Plating Double " " " Single " "



ALL TRANSVERSES AND BUTTRESSES AT ENDS
INCREASED 1/2" FOR EACH 1'-0" OF SHEER

23.6.23



Oil Bellow, Bulge or 10 Ruled Brackets and above to be flanged on face
The Lower Stakes of all Bulk Plating (ex Centre Girder or Floor Plate) to be
Increased for depth due to Sheer, as per Rule
Brackets all of below 2nd Deck 4" above 2nd Deck 40
Where additional Stiffeners are reqd due to Sheer, these are to be increased 1/2" or 104 over
The size of Lowest Midship Stiffener



LAINGS No 691

MIDSHIP SECTION



S.S. "British Consul."

SUNDERLAND RPT. No.

28963

RETAIN



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Lloyd's Register

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