

S.S.M.V. "ARDENVOHR."

MIDSHIP SECTION. [AS FITTED]

SCALE 1/4" = ONE FOOT.

DIMENSIONS 410'-0" LENGTH B.P. x 56'-0" BREADTH MLD x 29'-10" MLD. (TO 2ND DECK)

TO CLASS LLOYDS 100 A1 WITH FREEBOARD CORRESPONDING TO

A C.S. VESSEL WITH TONNAGE OPENING.

SCANTLINGS.

FRAME SPACING.

32' IN NO. 1 HOLD
27' IN NO. 1 HOLD
24' IN PEAKS

FRAMING.

WELD FRAMES (WHERE NO 3RD DECK) 9" x 4" x .54" O.A. EXTENDING TO UPPER DECK
IN DEEP TANKS 11" x 3/2" x .42" B.A. EXTENDING TO 3RD DECK &
7" x 3/2" x .50" B.A. 3RD DECK TO UPPER DECK
IN MACHINERY SPACES 10" x 3/2" x .42" B.A. EXTENDING TO SIDE STRINGER & 2ND DECK ALTERNATELY
7" x 3/2" x .50" B.A. SIDE STRINGER & 2ND DECK ALTERNATELY TO UPPER DECK
IN PEAKS 8" x 3/2" x .34" B.A. TO UPPER DECK

REVERSE FRAMES.

WITHIN 1/10 L. ABAFT COLLISION BHD 9" x 4" x .62" O.A. EXTENDING TO 2ND DECK - 14" GIRDER
IN NO. 1 HOLD 3/2" x 3/2" x .38" O.A. 2ND DECK TO UPPER DECK - 9" GIRDER
X IN HOLDS ELSEWHERE 9" x 4" x .50" O.A. EXTENDING TO 2ND DECK - 14" GIRDER

CENTRE GIRDER

44" x .54" x .46" DUCT KEEL SIDES .50"

& DUCT KEEL

BOTTOM ANGLES 5" x 5" x .54" DOUBLE AT C.G. SINGLE AT DUCT KEEL
TOP ANGLES 3/2" x 3/2" x .48" DOUBLE AT C.G.
VERTICAL ANGLES 3/2" x 3/2" x .46" SINGLE; 6" x 6" x .46" SINGLE IN E.R.

SIDE GIRDERS.

INTERCOSTALS .42" IN ENGINE ROOM .38" IN HOLDS
BOTTOM ANGLE 3/2" x 3/2" x .46"
TOP ANGLE 3/2" x 3/2" x .46" 6" x 6" x .46" SINGLE IN E.R.
VERTICAL ANGLE 3" x 3" x .40" AT SOLID FLOORS
7" x 3" x .39" B.A. (N.B.S.) AT BRACKET FLOORS.

MARGIN PLATE.

42" x .54" 51" x .54" IN E.R.
INSIDE VERTICAL ANGLE 3/2" x 3/2" x .46" 6" x 6" x .46" SINGLE WHERE NO 3RD DECK
OUTSIDE VERTICAL ANGLE 3/2" x 3/2" x .46" 6" x 6" x .46" SINGLE WHERE NO 3RD DECK
7" x 3/2" x .48" TEE BAR IN WAY OF DEEP TANK.

CENTRE STRAKE

54" x .52" x .44" INCREASED TO 7/16" IN WAY OF DUCT KEEL

TANK TOP PLATING

.44" TO .40" (+.08" IN WAY OF HATCHES); .52" IN E.R.; .58" IN WAY OF DONKEY BOILER

FLOORS.

SOLID ON EVERY FRAME FORD OF 1/2 L. IN ENGINE SPACE, UNDER THRUST BLOCK & BHD.
ELSEWHERE SOLID ON EVERY 3RD FRAME WITH INTERMEDIATE OPEN BRACKET FLOORS.
FLOOR PLATES & BRACKETS .42" W.T. FLOORS .50" (STIFFENED) 6" x 3" x .41" B.A. ON DEEP FLOORS IN E.R.
TAIL PIECES 71" x .43" FLANGED 3/2" (.47" WHERE NO 3RD DECK) (.44" IN DEEP TANK).
SOLID FLOOR FRAMES FORD OF 1/2 L. 6" x 6" x .46" WITH 2 ROWS OF RIVETS
ELSEWHERE 3/2" x 3/2" x .46"
REV FRAMES 3/2" x 3/2" x .46" 6" x 6" x .46" SINGLE IN ENGINE ROOM & THRUST RECESS, DOUBLE UNDER ENG. SEAT
BRACKET FLOOR FRAMES 7" x 3/2" x .39" B.A.
REV FRAMES 7" x 3" x .39" B.A.
VERTICAL STRUTS 9" x 3/2" x 3/2" x .46" CHANNEL

GUSSETS.

FITTED CONTINUOUS IN WAY OF DOUBLE BOTTOM. 24" x .42" (INCREASED TO 29" AT FORWARD END OF NO. 1 HOLD)
BACK BAR (WHERE NECESSITATED BY RIVETING) 5" x 3/2" x .45" 3/2" TO GUSSET
RIVETS THRO' GUSSETS IN MACHINERY SPACE 6" x 7/8" RIVS; IN HOLDS 8" x 7/8" RIVS; IN DEEP TANK 11" x 7/8" RIVS
AT FORWARD END OF NO. 1 HOLD 15" x 7/8" RIVS

NUMERALS.

L = 410'; B = 56'; D = 37'-83"
1ST NUMERAL L x D = 15,510
2ND L x (B + D) = 38,470
B = 39.83' x 10.29' d1 = 26.18 IN HOLDS
d2 = 16.18 IN WAY OF 3RD DECK
d3 = 15.52 IN WAY OF MACHY SPACE

EQUIPMENT.

L x (B + D) = 410 (56 + 39.83) = 39,290
DECKHOUSE AFT 38' x 7.5' x .5 = 143
AMIDSHIPS 93.75' x .5 = 348
EQUIPMENT NUMBER 39,781
LETTER AT
2 BOWER ANCHORS (STOCKLESS) 68 CWTs
1 ANCHOR 5812 (NOT SUPPLIED PER EMERGENCY REGULATIONS)
1 STREAM (EX STOCK) 19
2 AT 135 FATHOMS 2 "TAYCO" CHAIN CABLE (120 FATHOMS PORT & 105 FATHOMS STAR? SUPPLIED, PER EM? REQNS)
1 AT 90 4 1/2" x 5/24 S.F.S.W.R. (STREAM)
1 AT 120 4 3/4" x 5/24 S.F.S.W.R. (TOWLINE)
2 AT 90 8" MANILA HAWSERS
2 AT 90 7"

SHELL

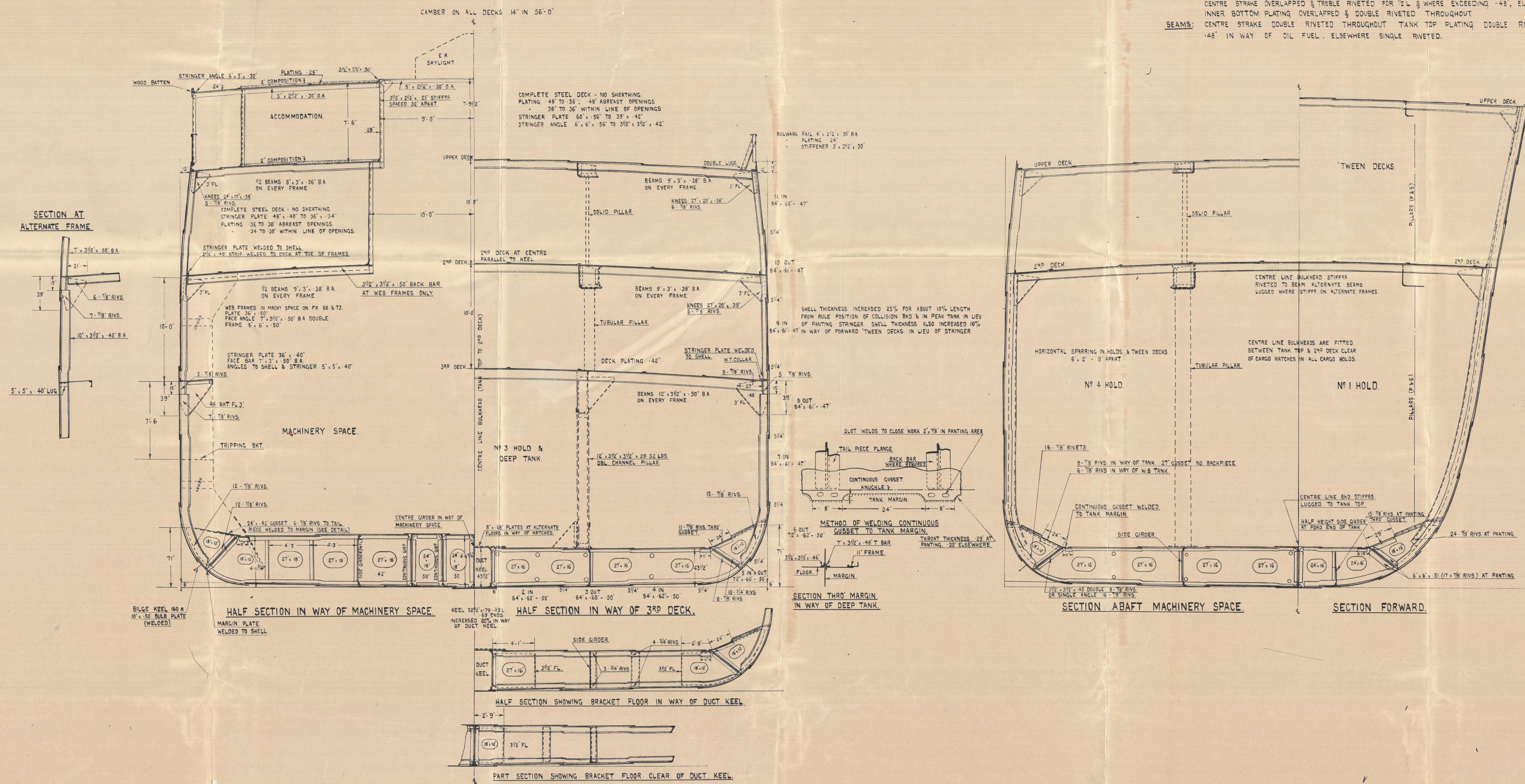
BUTTS: KEEL LAPPED & QUADRUPLE RIVETED FOR 1/2 L. AND AT ENDS WHERE OVER .76" ELSEWHERE LAPPED AND
TREBLE RIVETED EQUIVALENT STRAPS IN LIEU OF LAPS AT EXTREME ENDS OF KEEL
SHEERSTRAKE 4" x 3" x .50" OVERLAPPED & QUADRUPLE RIVETED FOR 1/2 L. TREBLE RIVETED AT ENDS
SHELL PLATING FROM KEEL TO UPPER TURN OF BILGE OVERLAPPED & QUADRUPLE RIVETED WHERE EXCEEDING .60"
ELSEWHERE TREBLE RIVETED
SIDE SHELL LAPPED & TREBLE RIVETED
SEAMS: DOUBLE RIVETED THROUGHOUT

DECKS

BUTTS: UPPER DECK STRINGER PLATE OVERLAPPED & TREBLE RIVETED 1/2 L. DOUBLE RIVETED AT ENDS WHERE
NOT EXCEEDING .42"
2ND DECK STRINGER PLATE OVERLAPPED & DOUBLE RIVETED ALL FORD & AFT
3RD DECK PLATING OVERLAPPED & SINGLE RIVETED 3RD DECK STRINGER PLATE OVERLAPPED & DOUBLE RIVETED
2ND DECK PLATING OVERLAPPED & DOUBLE RIVETED FOR 1/2 L. SINGLE RIVETED AT ENDS WHERE NOT EXCEEDING .42"
UPPER DECK PLATING OVERLAPPED & DOUBLE RIVETED FOR 1/2 L. TREBLE RIVETED WHERE EXCEEDING .48" SINGLE RIVETED
AT ENDS WHERE NOT EXCEEDING .42"
SEAMS: SINGLE RIVETED THROUGHOUT

INNER BOTTOM (ARRANGED TO CARRY OIL FUEL FRESH WATER & WATER BALLAST)

BUTTS: CENTRE GIRDER OVERLAPPED & TREBLE RIVETED THROUGHOUT - MARGIN PLATE BUTTWELDED THROUGHOUT
CENTRE STRAKE OVERLAPPED & TREBLE RIVETED FOR 1/2 L. & WHERE EXCEEDING .48", ELSEWHERE DOUBLE RIVETED LAPS
INNER BOTTOM PLATING OVERLAPPED & DOUBLE RIVETED THROUGHOUT
SEAMS: CENTRE STRAKE DOUBLE RIVETED THROUGHOUT TANK TOP PLATING DOUBLE RIVETED WHERE EXCEEDING
.48" IN WAY OF OIL FUEL. ELSEWHERE SINGLE RIVETED.



Glasgow

Wm Denny & Bros. Ltd.

No. 1347

M.V. "ARDENVOHR"

MIDSHIP SECTION
(AS BUILT.)

GLASGOW REPORT No 62950

W161-0158



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Lloyd's Register
Foundation