

T. S. S. "BEAVERFORD" AND "BEAVERHILL."

MIDSHIP SECTION.

TO CLASS 100A1* AT LLOYDS.

SCALE - 1/2" = ONE FOOT.

MOULDED DIMENSIONS 495-0x61-6x40-6' TO UPPER DECK.
STRENGTHENED FOR ICE NAVIGATION.

WOODS NUMERALS	
D	495-0
L	61-6
U	40-6
A	100A1*

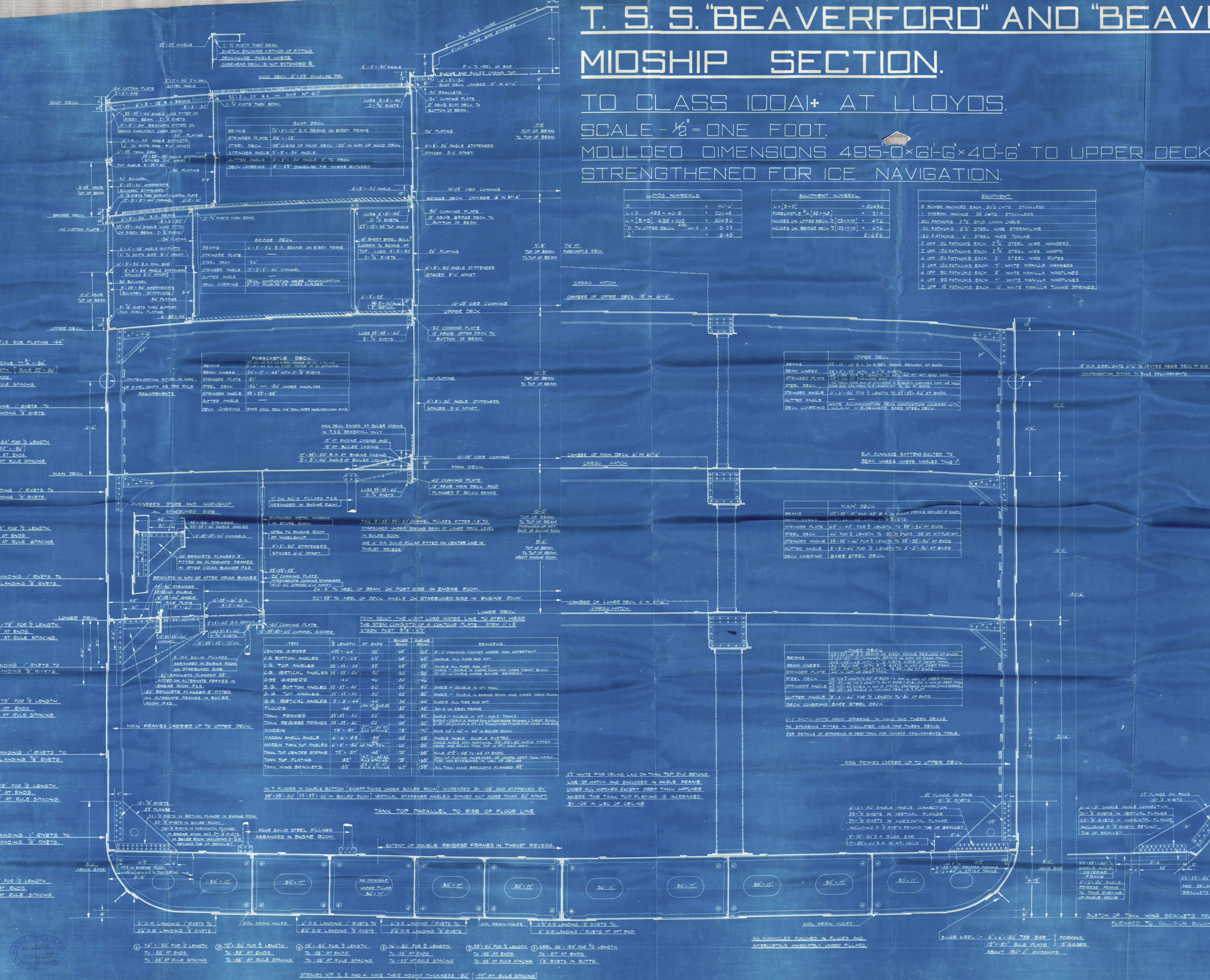
EQUIPMENT NUMERALS	
1	20490
2	214
3	476
4	476
5	1645

EQUIPMENT	
1	DOWN ANCHORS, EACH, 100 LBS. STOKES
2	100 FATHOMS, 2 1/2" STEEL WIRE, STOKES
3	100 FATHOMS, 2 1/2" STEEL WIRE, STOKES
4	100 FATHOMS, 2 1/2" STEEL WIRE, STOKES
5	100 FATHOMS, 2 1/2" STEEL WIRE, STOKES
6	100 FATHOMS, 2 1/2" STEEL WIRE, STOKES
7	100 FATHOMS, 2 1/2" STEEL WIRE, STOKES
8	100 FATHOMS, 2 1/2" STEEL WIRE, STOKES
9	100 FATHOMS, 2 1/2" STEEL WIRE, STOKES
10	100 FATHOMS, 2 1/2" STEEL WIRE, STOKES

FRAMING TABLE	
FRAMING SPACING	FRAMES SPACED 24" APART IN PEAKS, 24" APART FROM 12" LENGTH FROM STEM FORWARD TO COLLISION BULKHEAD ELSEWHERE FRAMES SPACED 36" APART (RULE 554).
NET DECK	FRAMES 12" x 24" x 1/2" A.B. ON EVERY FRAME TO UPPER DECK. BRACKETED AT MAIN DECK FRAMES 11" x 9".
NEW HOLD	FRAMES 12" x 24" x 1/2" A.B. ON EVERY FRAME TO UPPER DECK. BRACKETED AT TUNNEL FLAT WITH 42" x 24" ANGLE REVERSE FRAME FROM TUNNEL TOP TO MAIN DECK ON EVERY FRAME FROM 11" TO 22" AND ON ALTERNATE FRAMES FROM 22" TO 28" ORDER.
NEW HOLD	FRAMES 12" x 24" x 1/2" A.B. ON EVERY FRAME TO UPPER DECK. BRACKETED AT TUNNEL FLAT.
NEW HOLD	FRAMES 12" x 24" x 1/2" A.B. ON EVERY FRAME TO UPPER DECK. BRACKETED AT TUNNEL FLAT.
ENGINE ROOM	FRAMES 12" x 24" x 1/2" A.B. ON EVERY FRAME TO UPPER DECK. BRACKETED AT TUNNEL FLAT.
BOILER ROOM AND COAL BUNKERS	FRAMES 12" x 24" x 1/2" A.B. ON EVERY FRAME TO UPPER DECK. BRACKETED AT TUNNEL FLAT.
DEEP TANK	FRAMES 12" x 24" x 1/2" A.B. ON EVERY FRAME TO LOWER DECK. BRACKETED AT LOWER DECK.
SHIPBOARD-24" SPACING	FRAMES 12" x 24" x 1/2" A.B. ON EVERY FRAME TO UPPER DECK. BRACKETED AT TUNNEL FLAT.
NEW DECK F.P. TO COLLISION BULKHEAD	FRAMES 12" x 24" x 1/2" A.B. ON EVERY FRAME TO UPPER DECK. BRACKETED AT TUNNEL FLAT.
FACE DECK	FRAMES 12" x 24" x 1/2" A.B. ON EVERY FRAME TO UPPER DECK. BRACKETED AT TUNNEL FLAT.

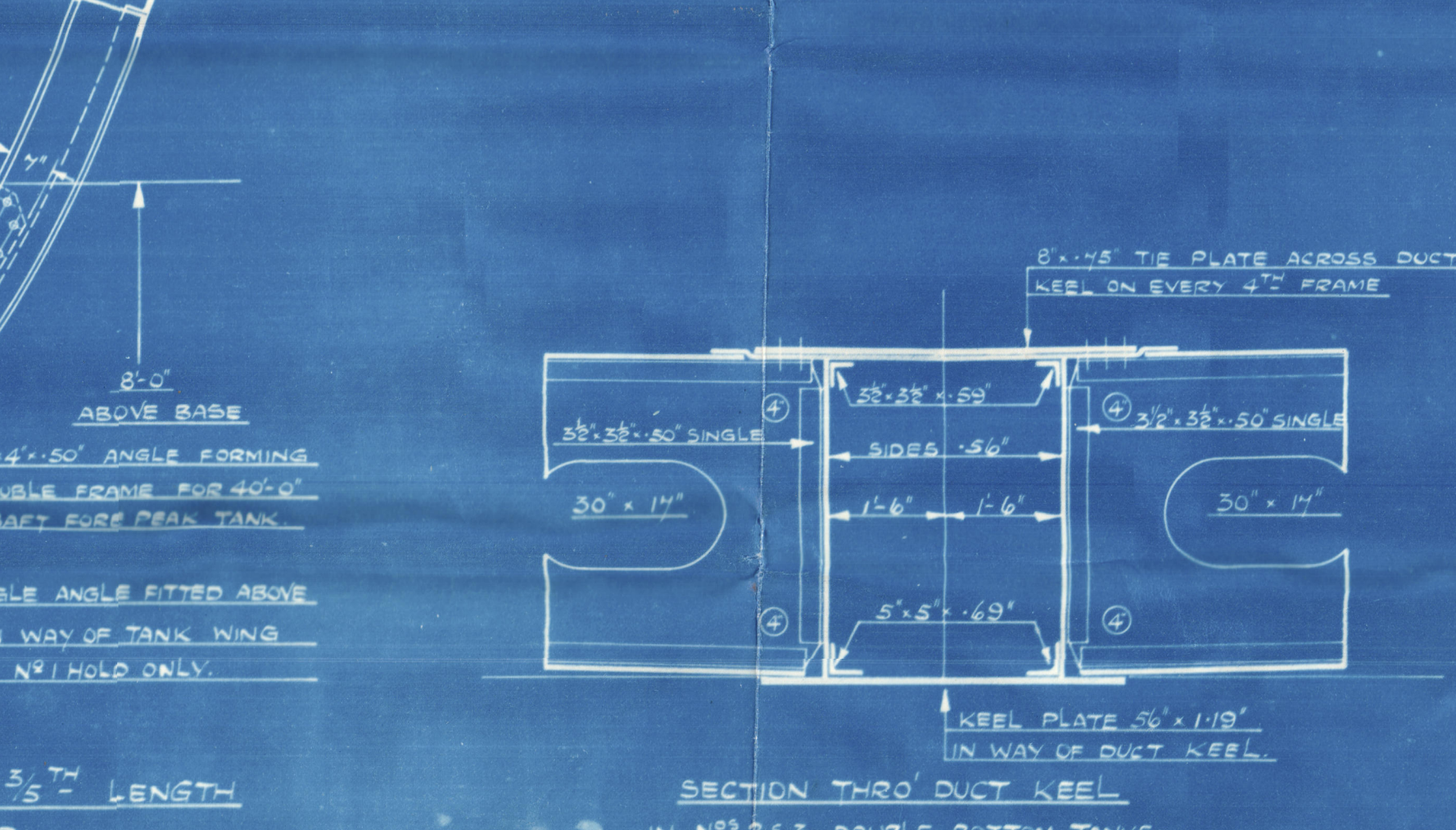
OWNERS REQUIREMENTS	
FRAMING IN WAY OF DOUBLE BOTTOM.	FRAMING IN WAY OF DOUBLE BOTTOM.
FLOOR PLATES IN N° 1 HOLD FITTED DOWN TO INNER STRAKES OF SHELL PLATING AND TANK AHEAD BEARING ON THE MARGIN PLATE.	FLOOR PLATES IN N° 1 HOLD FITTED DOWN TO INNER STRAKES OF SHELL PLATING AND TANK AHEAD BEARING ON THE MARGIN PLATE.
IN WAY OF N° 1 HOLD AN ADDITIONAL 36" x 36" x 1/2" ANGLE FITTED ABOVE AND BELOW TANK TOP PLATING FOR THE EXTENT OF THE TANK WING BRACKET CONNECTION TO TANK TOP.	IN WAY OF N° 1 HOLD AN ADDITIONAL 36" x 36" x 1/2" ANGLE FITTED ABOVE AND BELOW TANK TOP PLATING FOR THE EXTENT OF THE TANK WING BRACKET CONNECTION TO TANK TOP.
IN WAY OF N° 1 HOLD THE INTER BUTT JOINT IS SPECIALLY STRENGTHENED BY THE FITTING OF ADDITIONAL HALF HEIGHT INTERCOSTALS TO APPROXIMATELY DOUBLE ANGLE CONNECTION TO SHELL.	IN WAY OF N° 1 HOLD THE INTER BUTT JOINT IS SPECIALLY STRENGTHENED BY THE FITTING OF ADDITIONAL HALF HEIGHT INTERCOSTALS TO APPROXIMATELY DOUBLE ANGLE CONNECTION TO SHELL.
INTERCOSTAL PLATES AND FLOOR PLATES IN ENGINE ROOM FITTED TO OWNERS REPRESENTATIVE SATISFACTION.	INTERCOSTAL PLATES AND FLOOR PLATES IN ENGINE ROOM FITTED TO OWNERS REPRESENTATIVE SATISFACTION.
TANK TOP PLATING IN ENGINE AND BOILER ROOMS INCLUDING CENTRE STRAKE AND MARGIN PLATE INCREASED 1/2" OVER RULE THICKNESS.	TANK TOP PLATING IN ENGINE AND BOILER ROOMS INCLUDING CENTRE STRAKE AND MARGIN PLATE INCREASED 1/2" OVER RULE THICKNESS.
TANK TOP PLATING IN WAY OF FORWARD COAL BUNKER STRENGTHENED BY THE FITTING OF 42" x 24" x 1/2" ANGLE AND 24" x 24" x 1/2" ANGLE INTERCOSTALS ON UNDERSIDE SPACED ABOUT 4 FEET APART.	TANK TOP PLATING IN WAY OF FORWARD COAL BUNKER STRENGTHENED BY THE FITTING OF 42" x 24" x 1/2" ANGLE AND 24" x 24" x 1/2" ANGLE INTERCOSTALS ON UNDERSIDE SPACED ABOUT 4 FEET APART.
DUCT KEEL SIDE PLATES HAVE A HARD BEARING ON KEEL PLATE AND TANK TOP PLATING.	DUCT KEEL SIDE PLATES HAVE A HARD BEARING ON KEEL PLATE AND TANK TOP PLATING.
THE UPPER SIDE OF KEEL PLATE IS KEPT LEVEL WITH BASE LINE TO REDUCE KEEL DEPTH.	THE UPPER SIDE OF KEEL PLATE IS KEPT LEVEL WITH BASE LINE TO REDUCE KEEL DEPTH.
CEMENT IS FITTED IN DOUBLE BOTTOM TANK UNDER BOILER ROOM.	CEMENT IS FITTED IN DOUBLE BOTTOM TANK UNDER BOILER ROOM.
CLEAR OF DOUBLE BOTTOM.	CLEAR OF DOUBLE BOTTOM.
THE FRAMING IN FUSE AND AFTER PEAKS AND FOR 20 FEET FORWARD OF AFTER PEAK BULKHEAD AND FOR 40 FEET AHEAD OF MAIN BULKHEAD IS DOUBLED BY AN ANGLE 42" x 24" x 1/2" ANGLE AND 24" x 24" x 1/2" ANGLE TO 1/2" APART FROM MARGIN PLATE TO MAIN DECK.	THE FRAMING IN FUSE AND AFTER PEAKS AND FOR 20 FEET FORWARD OF AFTER PEAK BULKHEAD AND FOR 40 FEET AHEAD OF MAIN BULKHEAD IS DOUBLED BY AN ANGLE 42" x 24" x 1/2" ANGLE AND 24" x 24" x 1/2" ANGLE TO 1/2" APART FROM MARGIN PLATE TO MAIN DECK.
ADDITIONAL WEB FRAMES FITTED FORWARD AND IN WAY OF SHAFT BUSHING WHERE NECESSARY.	ADDITIONAL WEB FRAMES FITTED FORWARD AND IN WAY OF SHAFT BUSHING WHERE NECESSARY.
THE MAIN FRAMES IN ENGINE ROOM ARE INCREASED TO 12" x 24" x 1/2" A.B. AND WELDED TO UPPER DECK IN LIEU OF WEB FRAMES.	THE MAIN FRAMES IN ENGINE ROOM ARE INCREASED TO 12" x 24" x 1/2" A.B. AND WELDED TO UPPER DECK IN LIEU OF WEB FRAMES.
DOUBLE SHELL CHOCK ANGLE FITTED TO ALL STRANGERS UNDER MAIN DECK FOR A MEAN DISTANCE FORWARD OF 30 FEET AHEAD OF THE STEM. END BRACKETS ARE 25% LARGER THAN RULE REQUIREMENTS.	DOUBLE SHELL CHOCK ANGLE FITTED TO ALL STRANGERS UNDER MAIN DECK FOR A MEAN DISTANCE FORWARD OF 30 FEET AHEAD OF THE STEM. END BRACKETS ARE 25% LARGER THAN RULE REQUIREMENTS.
TUNNEL FLAT PLATING UNDER SQUARE OF CARGO HATCHES INCREASED IN THICKNESS IN LIEU OF CEILING.	TUNNEL FLAT PLATING UNDER SQUARE OF CARGO HATCHES INCREASED IN THICKNESS IN LIEU OF CEILING.
FOUR STRAKES OF SHELL PLATING ON EACH SIDE ABOUT THE LOAD WATER LINE ARE DOUBLED FOR A MEAN LENGTH OF ABOUT 80'-0" FROM THE STEM.	FOUR STRAKES OF SHELL PLATING ON EACH SIDE ABOUT THE LOAD WATER LINE ARE DOUBLED FOR A MEAN LENGTH OF ABOUT 80'-0" FROM THE STEM.
SHELL PLATING IN WAY OF FORWARD HOLD FROM KEEL PLATE TO UPPER TURN OF BULKHEAD INCREASED 3/8" IN THICKNESS OVER RULE REQUIREMENTS.	SHELL PLATING IN WAY OF FORWARD HOLD FROM KEEL PLATE TO UPPER TURN OF BULKHEAD INCREASED 3/8" IN THICKNESS OVER RULE REQUIREMENTS.
NO DECKHOUSE PLATING IS LESS THAN 5/16" IN THICKNESS.	NO DECKHOUSE PLATING IS LESS THAN 5/16" IN THICKNESS.
DECKHOUSE STRANGER ANGLE FITTED WITH HORIZONTAL FLANGE LOOKING INBOARD ON TOP OF PLATE PLATING AND VERTICAL FLANGE ON OUTSIDE OF DECKHOUSE PLATING (SEE DETAIL).	DECKHOUSE STRANGER ANGLE FITTED WITH HORIZONTAL FLANGE LOOKING INBOARD ON TOP OF PLATE PLATING AND VERTICAL FLANGE ON OUTSIDE OF DECKHOUSE PLATING (SEE DETAIL).
PLATE PLATE KEEL, CENTRE GIRDER, DUCT KEEL, GARGOIL STRAKE, FLOORS, FRAMES, INTERCOSTALS UNDER MAIN DECK, UPPER DECK STRANGERS, BETWEEN SHEERSTRAKES, BEAM KNUES, STEM AND STERN FRAMES WHERE PRACTICABLE ALL HYDRAULICALLY RIVETED.	PLATE PLATE KEEL, CENTRE GIRDER, DUCT KEEL, GARGOIL STRAKE, FLOORS, FRAMES, INTERCOSTALS UNDER MAIN DECK, UPPER DECK STRANGERS, BETWEEN SHEERSTRAKES, BEAM KNUES, STEM AND STERN FRAMES WHERE PRACTICABLE ALL HYDRAULICALLY RIVETED.
SPACING IN DEEP TANKS OF CONVEY MOULDING 22" x 3/4" x 3/8" ON FACE OF FRAMES AND SPACED 8' APART.	SPACING IN DEEP TANKS OF CONVEY MOULDING 22" x 3/4" x 3/8" ON FACE OF FRAMES AND SPACED 8' APART.
SINGLE ANGLE FRAMES DOUBLE RIVETED TO SHELL AND SINGLE RIVETED TO BULKHEADS FITTED TO ALL WATERTIGHT BULKHEADS AND CALKED KEEL AND TUE.	SINGLE ANGLE FRAMES DOUBLE RIVETED TO SHELL AND SINGLE RIVETED TO BULKHEADS FITTED TO ALL WATERTIGHT BULKHEADS AND CALKED KEEL AND TUE.
SINGLE ANGLE FRAMES DOUBLE RIVETED TO SHELL AND BULKHEADS FITTED TO ALL DEEP TANK BULKHEADS AND CALKED KEEL AND TUE.	SINGLE ANGLE FRAMES DOUBLE RIVETED TO SHELL AND BULKHEADS FITTED TO ALL DEEP TANK BULKHEADS AND CALKED KEEL AND TUE.
DEEP TANK BULKHEAD PLATING INCREASED 1/2" OVER RULE REQUIREMENTS. THE VERTICAL STIFFENERS 22" STIFFER THAN RULE REQUIREMENTS AND TWO HORIZONTAL STIFFENERS 22" STIFFER THAN RULE REQUIREMENTS EXTENDED IN SIMILAR MANNER TO TANK SIDE BRACKET LUGS.	DEEP TANK BULKHEAD PLATING INCREASED 1/2" OVER RULE REQUIREMENTS. THE VERTICAL STIFFENERS 22" STIFFER THAN RULE REQUIREMENTS AND TWO HORIZONTAL STIFFENERS 22" STIFFER THAN RULE REQUIREMENTS EXTENDED IN SIMILAR MANNER TO TANK SIDE BRACKET LUGS.
W.T. BULKHEAD STIFFENERS BRACKETED AT TANK TOP LEVEL AND AT FUSE PEAK DOWN THE LUGS BEING RETAINED AT DECK STIFFENER SCANTLING REDUCED ACCORDINGLY.	W.T. BULKHEAD STIFFENERS BRACKETED AT TANK TOP LEVEL AND AT FUSE PEAK DOWN THE LUGS BEING RETAINED AT DECK STIFFENER SCANTLING REDUCED ACCORDINGLY.
COAL BUNKER BULKHEADS INCREASED 1/2" IN THICKNESS OVER RULE REQUIREMENTS.	COAL BUNKER BULKHEADS INCREASED 1/2" IN THICKNESS OVER RULE REQUIREMENTS.
COAL BUNKER BULKHEADS DUST-TIGHT AND ALL COLLARS CALKED.	COAL BUNKER BULKHEADS DUST-TIGHT AND ALL COLLARS CALKED.
THE SHELL BEAMS IN WAY OF DOUBLED SHELL PLATING FORWARD ARE TRIPLE RIVETED, THE CENTRE ROW BEING TACK RIVETS WITH SPACING ABOUT 8' APART.	THE SHELL BEAMS IN WAY OF DOUBLED SHELL PLATING FORWARD ARE TRIPLE RIVETED, THE CENTRE ROW BEING TACK RIVETS WITH SPACING ABOUT 8' APART.
THE RIVETING OF SIDE FRAMES TO SHELL PLATING FROM 3/4" LENGTH FORWARD TO FUSE PEAK BULKHEAD AND CLEAR OF DOUBLE BOTTOM TO HEIGHT OF MAIN DECK IS 6 DIAMETERS APART CENTRE TO CENTRE.	THE RIVETING OF SIDE FRAMES TO SHELL PLATING FROM 3/4" LENGTH FORWARD TO FUSE PEAK BULKHEAD AND CLEAR OF DOUBLE BOTTOM TO HEIGHT OF MAIN DECK IS 6 DIAMETERS APART CENTRE TO CENTRE.

NOTE: WHERE OWNERS REQUIREMENTS REFER TO INCREASED SCANTLING IN DOUBLE BOTTOM THE INCREASE IS INCLUDED IN DOUBLE BOTTOM SCANTLING TABLE.



ITEM	FOR 1/2 LENGTH	AT ENDS
KEEL	QUADRUPLE	QUADRUPLE
SHELL FROM KEEL TO UPPER TURN OF BULKHEAD	QUADRUPLE	QUADRUPLE
SHELL FROM UPPER TURN OF BULKHEAD TO MAIN DECK	QUADRUPLE	QUADRUPLE
STRAKE BELOW SHEERSTRAKE	QUADRUPLE	QUADRUPLE
FORECASTLE SIDE PLATING	QUADRUPLE	QUADRUPLE
UPPER DECK STRINGER	QUADRUPLE	QUADRUPLE
UPPER DECK PLATING	QUADRUPLE	QUADRUPLE
MAIN DECK STRINGER	QUADRUPLE	QUADRUPLE
MAIN DECK PLATING	QUADRUPLE	QUADRUPLE
LOWER DECK STRINGER	QUADRUPLE	QUADRUPLE
LOWER DECK PLATING	QUADRUPLE	QUADRUPLE
FORECASTLE DECK STRINGER	QUADRUPLE	QUADRUPLE
CENTRE GIRDER	QUADRUPLE	QUADRUPLE
MARGIN PLATE	QUADRUPLE	QUADRUPLE
TANK TOP CENTRE STRAKE	QUADRUPLE	QUADRUPLE
TANK TOP PLATING	QUADRUPLE	QUADRUPLE

ITEM	FOR 1/2 LENGTH	AT ENDS
KEEL	QUADRUPLE	QUADRUPLE
SHELL FROM KEEL TO UPPER TURN OF BULKHEAD	QUADRUPLE	QUADRUPLE
SHELL FROM UPPER TURN OF BULKHEAD TO MAIN DECK	QUADRUPLE	QUADRUPLE
STRAKE BELOW SHEERSTRAKE	QUADRUPLE	QUADRUPLE
FORECASTLE SIDE PLATING	QUADRUPLE	QUADRUPLE
UPPER DECK STRINGER	QUADRUPLE	QUADRUPLE
UPPER DECK PLATING	QUADRUPLE	QUADRUPLE
MAIN DECK STRINGER	QUADRUPLE	QUADRUPLE
MAIN DECK PLATING	QUADRUPLE	QUADRUPLE
LOWER DECK STRINGER	QUADRUPLE	QUADRUPLE
LOWER DECK PLATING	QUADRUPLE	QUADRUPLE
FORECASTLE DECK STRINGER	QUADRUPLE	QUADRUPLE
CENTRE GIRDER	QUADRUPLE	QUADRUPLE
MARGIN PLATE	QUADRUPLE	QUADRUPLE
TANK TOP CENTRE STRAKE	QUADRUPLE	QUADRUPLE
TANK TOP PLATING	QUADRUPLE	QUADRUPLE



STIFFENERS NO. 2, 3 AND 4 HAVE THEIR WIDTH INCREASED 1/2" (1/4" AT RULE SPACING) CARRIED FORWARD TO COLLISION BULKHEAD.

NO MANHOLES PROVIDED IN FLOORS AND INTERCOSTALS IMMEDIATELY UNDER PILLARS.

SILVER KEEL - 6" x 6" x 1/2" TEE BAR FORMING 12" x 12" BULB PLATE 1/2" GIRDER ABOUT 180'-0" AHEADSHIP.

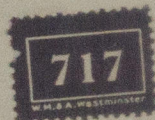
BARCLAY CURLE & COS.

NO 617

T.J.S. 'BEAVERFORD'

MIDSHIP SECTION (AS BUILT)

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