

HULL'S Nos. 497-500.

CLASS: - AMERICAN BUREAU OF SHIPPING (ISHERWOOD CONSTRUCTION)

LENGTH ON ESTIMATES S.L.L. = 430.0

BEAM (MOULDED) = 58.0

DEPTH (AT MIDDLE LENGTH OF S.L.L.) TO UPPER DECK = 33.4

DRAFT (D) = 25.6

1/2" = 30.7

1/4" = 30.7

SCANTLINGS.

STEM: UPPER PART W.S. 10" x 24", LOWER PART CAST STEEL.

STERNPOST: CAST STEEL, PROPELLER P. 10" x 8". RUDDER P. 9" x 8".

RUDDER: STOCK 1 1/2" DIA. TAPERED TO 1" DIA. AT LOWER END.

DIA. OF PINTLES 5 1/2"; RUDDER AREA 175 SQ. FT.

C.G. OF RUDDER FROM 1/4" OF PINTLE 4' 1 1/2".

EQUIPMENT NUMBER.

FORECASTLE 48' x 33' x 75' = 130.0

BRIDGE 36' x 56' x 75' = 151.2

POOP 121' x 51' x 75' = 459.5

HOUSE ON POOP 15' x 10' x 75' = 112.5

HOUSE ON BRIDGE 21' x 39' x 75' = 61.9

WHEEL HOUSE 24' x 15' x 75' = 27.0

6733.43

HULL'S Nos. 497-500.

EQUIPMENT A.B. 6' 6".

2 BOWERS (STOCKLESS) 8885 LBS.

1 SPARE BOWER (STOCKLESS) 7525 LBS.

1 STREAM (STOCKLESS) 3185 LBS.

1 KEDGE (STOCKLESS) 1350 LBS.

300 FATHOMS 2 1/2" DIA. STUD LINK CABLE (FOR USE IN CASE OF EMERGENCY)

20 FATHOMS 1 1/2" DIA. STUD LINK CABLE (FOR USE IN CASE OF EMERGENCY)

130 FATHOMS 5/8" CK. STEEL WIRE TOW LINE

2, 90 FATHOMS EACH 1/2" CK. MANILA HAWSERS.

2, 90 FATHOMS EACH 1/2" CK. MANILA WARPS.

DIMENSIONS.

LENGTH BET. PP. (ON 23' 6" W.L.) 430' 0"

LENGTH, LLOYDS 430' 0"

LENGTH OVER ALL, ABOUT 446' 0"

BEAM, MOULDED 58' 0"

DEPTH, MOULDED TO UPPER DECK 23' 4"

DEPTH, MOULDED TO 2 1/2" DECK 28' 4"

DEPTH, MOULDED TO BRIDGE DECK (SHORT) 41' 4"

SPACING OF TRANSVERSES 9' 0" AND 9' 6"

CLASS: LLOYDS 100-A-1, SPECIAL SURVEY (ISHERWOOD CONSTRUCTION)

TRANS. NUMBER: 1

BEAM MOULDED 58.00" 1/2" 12.92 TO UPPER DECK

DEPTH MOULDED 33.33" 1/8" 7.42

LONGIT'L NUMBER: 91.33 x 430.50 = 39319

EQUIPMENT NUMBER: 1

HOUSE ON BRIDGE DECK 29.0 x 7.5 = 217.5

BRIDGE ENCLOSURE 36.0 x 20.2 = 727.2

FORECASTLE 48.8 x 80.2 = 3913.6

POOP 127.25 x 10.2 = 1308.0

HOUSE ON POOP 70.25 x 15.5 = 1088.9

PLATING NUMBER 29318

EQUIP. NUMBER 40962

2 STOCKLESS BOWER ANCHORS EACH 8100 LBS.

1 STOCKLESS BOWER ANCHOR 7000 LBS.

1 STOCKLESS STREAM ANCHOR 2870 LBS.

1 STOCKLESS KEDGE ANCHOR 1260 LBS.

300 FATHOMS 2 1/2" STUD LINK CHAIN CABLE

120 FATHOMS 5" STEEL WIRE HAWSER

130 FATHOMS 5" STEEL WIRE HAWSER

400 FATHOMS 8" MANILLA HAWSER

SCANTLINGS.

STEM: UPPER PART W.S. 10" x 24", LOWER PART CAST STEEL.

STERNPOST: CAST STEEL, PROPELLER P. 10" x 8". RUDDER P. 9" x 8".

RUDDER: SINGLE PL. UPPER STOCK ARMS OF W.S. LOWER STOCK W.S. STOCK 1 1/2" DIA.

PLATE 1 1/2" THICK; DIA. OF PINTLES 5 1/2"; RUDDER AREA 175 SQ. FT.

C.G. OF RUDDER FROM 1/4" OF PINTLE 4' 1 1/2". DESIGNED SEA SPEED 11 KNOTS.

GENERAL NOTES.

1. NOTCHES IN TRANSVERSES, WEBS AND BEAMS TO BE WELL ROUNDED AT CORNERS AND NOT TO BE ROUGHLY PUNCHED.

2. THE LOWER STRAKES OF TRANS. A LONG. BHD'S EXCLUDING FLOOR PL. AND CENTRE KEELSON TO BE INCREASED IN THICKNESS WHEN DEPTH OF BHD IS INCREASED DUE TO SHEER.

3. WHERE ADDITIONAL STIFFERS ON TRANS. AND LONG. BHD'S ARE REQUIRED DUE TO SHEER, THEY WILL BE PLACED AT THE BOTTOM AND MADE 1" DEEPER OR 1" THICKER (OR EQUIVALENT) THAN LOWEST STIFFER SHOWN.

4. DRAIN & AIR HOLES, 1" DIA. SPACED AT 18" TO BE PUNCHED IN ALL SHELL BHD. & DECK LONG. WITHIN OIL COMP. THE HOLES TO BE KEPT AS CLOSE TO THE SHELL OR DECK FLANGES AS POSSIBLE.

5. BULKHEAD BRACKET CLIPS ARE TO EXTEND SUFFICIENT BEYOND BK. TO TAKE FOUR EXTRA RIVETS.

RIVETING.

FLAT KEEL BUTTS: DOUBLE STRAPPED TREBLE RIVETED, 1 1/2" AND 1" RIVS.

BOTTOM & BILGE: QUAD. RIVETED BUTTLAPS, 1 1/2" AND 1" RIVS. TO TREBLE RIVETED, 1 1/2" RIVS.

SIDE PLATING: TREBLE RIVETED BUTTLAPS, 1 1/2" AND 1" RIVS.

STRAKE BELOW SHEER: QUAD. RIVETED BUTTLAPS, 1 1/2" AND 1" RIVS. TO TREBLE RIVETED, 1 1/2" RIVS.

SHEER STRAKE: QUAD. RIVETED BUTTLAPS, 1 1/2" AND 1" RIVS. TO TREBLE RIVETED BUTTLAPS, 1 1/2" RIVS.

SHELL PLATE: SEE CROSS SECTION.

UPPER DECK STRINGER: QUAD. RIVETED BUTTLAPS, 1 1/2" RIVS. TO TREBLE RIVETED, 1 1/2" RIVS.

2ND DECK STRINGER: TREBLE RIVETED BUTTLAPS, 1 1/2" RIVS. TO DOUBLE RIVETED, 1 1/2" RIVS.

UPPER & 2ND DECK PLATING: DOUBLE RIVETED BUTTLAPS, 1 1/2" RIVS. TO SINGLE RIVETED BUTTLAPS, 1 1/2" RIVS.

CENTRE VERT. KEEL: TREBLE RIVETED BUTTLAPS, 1 1/2" RIVS. DECK LONGIT'L: 1 1/2" RIVS. SPACED 6 DIA'S. 4 TO 8.

LONGIT'L TO 4: 1 1/2" RIVS. THROUGHOUT, SPACED AS FOLLOWS:

BHD & SHELL: 1 1/2" RIVS. THROUGHOUT, SPACED AS FOLLOWS:

IN BRIDGE, POOP AND FORECASTLE: 6 DIA'S.

LONGS NOS. 1, 2, 3, 4, 5 AND 6: 6 DIA'S.

LONGS NOS. 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100: 6 DIA'S.

LONGS NOS. 5, 6 AND 7: 4 1/2" DIA'S. FOR 10 RIVS. EACH SIDE OF TRANS. AND BHD'S, ELSEWHERE 6 DIA'S.

LONGS NOS. 8, 9 AND 10: 3 1/2" DIA'S. FOR 9 RIVS. EACH SIDE OF TRANS. AND BHD'S, ELSEWHERE 6 DIA'S.

LONGS NOS. 11 TO 22 INCLUSIVE: 3 1/2" DIA'S. FOR 11 RIVS. EACH SIDE OF TRANS. AND BHD'S, ELSEWHERE 6 DIA'S.

LONGS NOS. 23 TO 33 INCLUSIVE: 3 1/2" DIA'S. FOR 11 RIVS. EACH SIDE OF TRANS. AND BHD'S, ELSEWHERE 6 DIA'S.

ON FLAT OF BOTTOM END OF BK. TO COLLISION BHD 4 1/2" DIA'S.

BITUMASTIC AND CEMENT COVERING.

NOTE: 1. ENTIRE INTERIOR SURFACE OF THE FOREPEAK, FROM GENEVA LINE TO LINE OF 2ND DECK AND FROM STEM TO BULKHEAD NO. 4, ALSO AFTER PEAK TANK FROM FRAME NO. 46 TO FRAME NO. 63.

2. INTERIOR SURFACE OF SHELL PLATE AND STRUCTURAL WORKING FOR HOLD, FROM CLIMB LINE OUT TO A POINT THREE (3) FEET ABOVE THE LINE OF THE WOOD FLOOR CEILING, IN THE FLAT OF HOLD BETWEEN LONGITUDINALS 11 AND 17, AND BETWEEN BULKHEADS NOS. 4 AND 10.

3. TOP OF DOUBLE BOTTOM COMPARTMENTS IN ENGINE ROOM AND BOILER ROOM, INCLUDING TOP OF DOUBLE BOTTOM PLATING EXTENDING AFT TO FRAME 48; ALSO BILGES BELOW LINE OF ENGINE ROOM FLOORS, BETWEEN FRAMES 46 AND 48, AND TOP OF BUNKERS EXCLUSIVE OF SHELL PLATING.

4. BILGES ON EACH SIDE OF BOILER ROOM IN BUNKERS UP TO LINE OF BUNKER FLOORS, EXCLUSIVE OF SHELL PLATING; ALSO BOILER SADDLES COMPLETE TO TOP OF PORTLAND CEMENT TO BE APPLIED IN FOREHOLD, ALSO CEMENT WASH IN FEED WATER DOUBLE BOTTOM COMPARTMENT TANKS, BETWEEN 39 AND 46, AND BITUMASTIC OR CEMENT WILL BE APPLIED IN OIL COMPARTMENTS BETWEEN FRAMES 10 AND 39.

5. ENTIRE INTERIOR SURFACE OF FORD & AFTER PEAK TANKS ARE TO BE COATED WITH CEMENT WASH.

ALTERATION

DATE DESCRIPTION APPROVED

1-15-15 SIZE & SPACING OF DRAINAGE AT BULKHEAD CHANGING

2-1-16 EQUIPMENT NUMBER AS PER AMERICAN BUREAU OF SHIPPING SIZE, AND DESIGN FOR HULLS 497-500 ADDED.

3-25-16 NOTE REGARDING BITUMASTIC CEMENTING AOR

4-10-19 2 1/2" DIA. STUD LINK CABLE INCREASED FROM 240 TO 300 FATHOMS 3.0 x 116.0

5-14-19 BITUMASTIC AND CEMENT COVERING NOTE 1 OMITTED & 4.0 SUBSTITUTED

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Madship Section

S. S. "ALAMEDA".

Phl. Rpt. N. 4581.

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