

S.S. KNIGHT OF ST. MICHAEL

DIMENSIONS:-

DIMENSIONS:
35'-4" ON LOAD WATERLINE.

FORECASTLE DECK STRINGER PLATE $32\frac{1}{2} \times 34$
BUTTS LAPPED & I.R.
STRINGER ANGLE $3\frac{1}{2} \times 3\frac{1}{2} \times 34$
DECK PLATING .30" SHEATHED
BUTTS LAPPED & I.R.
BEAMS ON ALTERNATE FRAMES AS PER
PROFILE & DECK PLAN.

POOP DECK STRINGER PLATE 33"x 34"
BUTTS LAPPED & 1/2"
STRINGER ANGLE 3½" x 3½" x .34"
DECK PLATING .34" UNSHEATHED
BUTTS LAPPED & 1/2".
BEAMS ON ALTERNATE FRAME AS PER
PROFILE & DECK PLANE.

FRAMES SPACED 30" AFT, 27" APART FORWARD & 36" IN FORWARD & 24" APART IN PEAK.
MAIN FRAMES FORW. OF ENGINE & BOILER SPACE & CLEAR OF TUNNEL RECESS & AFT PEAK
8" x 3/2" x 42 B.A.N.B.S. CARRIED TO SECOND DECK ON EVERY FRAME WITH
7" x 3/2" x 34 B.A.O.B.S. SCARPHED TO MAIN FRAME @ SECOND DECK & CARRIED TO
UPPER DECK, & ALTERNATELY TO POOP & BRIDGE DECKS, EXCEPT FOUR FRAMES @
END OF BRIDGE ALL CARRIED TO BRIDGE DECK.
MAIN FRAMES FORW. OF ENGINE & BOILER SPACE, IN WAY OF 30" SPACING
8" x 3/2" x 42 B.A.N.B.S. CARRIED TO UPPER DECK ON EVERY FRAME WITH
6" x 3/2" x 34 B.A.O.B.S. SCARPHED TO MAIN FRAME @ UPPER DECK & CARRIED
TO BRIDGE DECK.
MAIN FRAMES FORW. OF ENGINE & BOILER SPACE & CLEAR OF DEEP FRAMING
IN WAY OF 27" SPACING 8" x 3/2" x 38 B.A.N.B.S. CARRIED TO UPPER DECK ON EVERY FRAME
MAIN FRAMES IN WAY OF TUNNEL RECESS 8" x 3/2" x 50 B.A.N.B.S. CARRIED TO
SECOND DECK ON EVERY FRAME WITH 7" x 3/2" x 34 B.A.O.B.S. SCARPHED TO MAIN
FRAME @ SECOND DECK & CARRIED TO UPPER DECK & ALTERNATELY TO POOP DECK,
INTERMEDIATE FRAMES IN POOP 5" x 3" x 104 O.A.
SCARPHED OR BRACKETED AT 30" SPACING.
INTERMEDIATE SCARPHED FRAMES IN FORECASTLE 5" x 3" x 39" O.A.
PEAK FRAMES 7" x 3/2" x 36 B.A.O.B.S. SPACED 24" APART
FRAMES IN ENGINE & BOILER SPACE TO BE INCREASED 24" IN LIEU OF WEB FRAME
FRAMES IN BOILER SPACE, & PERMANENT BUNKERS INCREASED .06
TOTAL INCREASE IN BOILER SPACE IF NO WEB FRAME .10".
MAIN FRAMES IN ENGINE & BOILER SPACE WITHOUT THE ABOVE INCREASES,
16" x 3/2" x 50 B.A.N.B.S. CARRIED TO UPPER DECK ON EVERY FRAME WITH
10" x 3/2" x 41" O.A. SCARPHED ON EVERY FRAME TO BRIDGE DECK.
MAIN FRAMES IN WAY OF DEEP FRAMING FORWARD, 10" AFT RULE POSITION OF
COLLISION BULKHEAD, (SEE PROFILE & PECK PLAN) 10" x 3/2" x 50" B.A.N.B.S. CARRIED
TO SECOND DECK ON EVERY FRAME WITH 8" x 3/2" x 42 B.A.O.B.S. SCARPHED TO
MAIN FRAME @ SECOND DECK & CARRIED TO UPPER DECK & ALTERNATELY TO POOP DECK

[illegible]

THE SCANTLINGS & DETAILS OF CONSTRUCTION NOTED HEREON ARE SUBMITTED ON THE UNDERSTANDING THAT THEY ARE THE MINIMUM WHICH WILL BE ACCEPTED FOR CLASS ERRORS & OMISSIONS EXCEPTED

7' x 3 1/2' x 34 D.A. OBS. SCARPHED 18' TO MAIN
FRAME @ SECOND DECK ABAFT E & B SPACE
IN WAY OF DEEP FRAMING 8' x 3 1/2' x 42"
B.A. OBS. SCARPHED 18' TO MAIN FRAME
AT SECOND DECK.

MAIN FRAM ABAFT E & B SPACE CLEAR OF
TUNNEL RECESS & AFT PEAK 9' 3/4" X 41' 11" A.N.S.
CARRIED TO SECOND DECK
MAIN FRAME IN E & B SPACE 12' X 3 1/2' A.N.B.S.
CARRIED TO UPPER DECK.
MAIN FRAME FORE' OF E & B SPACE CLEAR OF FORE
PEAK & DEEP FRAMING 8' X 3 1/4" X 40' A.N.B.S. @ 30'S
& B @ 3/4' A.S. A.N.B.S. @ 67" SPACING CARRIED TO UP
MAIN FRAMES IN WAY OF DEEP FRAMING 10' X 3 1/2"
CARRIED TO SECOND DECK.

SECTION OF FRAMING

BRIDGE 53 POOP 36" FORECASTLE
BUTTS LAPPED & BR IN BRIDGE
1R IN POOP & FORECASTLE

K OLT

49 1/2" x 80' FOR 1/2 LEN TO 45' @ 30' SPACING
69" x 59" IN BRIDGE SPACE
BUTTS LAPPED & 4R FOR 1/2 LEN TO
3R @ ENDS. 3R IN BRIDGE
STRENGTHENING @ BREAKS AS PER RULE

J IN

66' x 66' FOR 1/2 LEN TO 42' @ ENDS
 .59 IN WAY OF BRIDGE
 BUTSLAPPED 1/4 R FOR 1/2 LEN TO 3R
 @ ENDS. 3R IN BRIDGE.

H OUT

66 x .59 FOR 1/2 LEN & TO .45" @ 30" SPACING
@ ENDS
BUTTS LAPPED & 3R FORE & AFT.

G IN

TO : 45' @ 30 SPACING
66" x 59" FOR 1/2 LEN @ TO : 42
@ ENDS
BUTTS LAPPED & 3R FORE & AFT.

Fou

66" x 59" FOR 1/2 LEN ~~TO~~ TO .42"
@ ENDS
BUTTS LAPPED & 3R FOR & AFT

WORK CLOSED TO
BUYERS SATISFACTION

BILGE KEEL 6" x 4" x .45 TEE BAR
WITH 10" x .45 BULB PLATE
FOR ABOUT 160'-0" AMIDSHIPS

TANK MARGIN FUE PLEADIN 30
 IDENT 30: 4 1/2 IN. P.S.
 BUTTS LAPPED & 3R. FOR. MART
 MARGIN CONNECTION CLEAR OF DEEP FRAMING.
 5 X 5 = 45" SINGLE WITH 12 7/8" RIVETS & 1 1/4" 3R. FORD OF 1 1/4"
 IN EACH PLATING FORD & CLEAR OF PAINTING
 MARGIN CONNECTION IN WAY OF DEEP
 FRAMING FORD 6" X 6" X 1/2" SINGLE WITH
 16 7/8" RIVETS IN EACH PLATING
 WITH BACK BAR 3" X 3" X 1/2"

KEEL OUT

A 17

B OUT

C 17

DOUT

25/4-17

IN EACH
MARGIN

SECTION IN WAY

FORD. 8 CLE
DEEP

SE

ON OF

FRAMING

LITHGOWS LTD

No 828 1/2 "Cape Nelson"
etc

"KNIGHT OF ST MICHAEL"

MIDSHIP SECTION (AS BUILT).

GREENOCK REPORT No 19110.

RETAIN



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Foundation
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