

h.s.

Shade

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LONGITUDINAL NUMBER = 33075.17  
SHEETER OK  $360 \times 8.0 \times \frac{3}{4} = 2700$   
HOUSES  $151.41 \times 7.5 \times \frac{1}{2} = 567.78$   
LATRINES  $60.5 \times 7.5 \times \frac{1}{2} = 226.88$

2 BOWER ANCHORS	51 CWT	EX STOCK	✓
1 "	"	134 "	" "
1 STREAM "	"	17 1/2 "	" "
1 KEDGE "	"	7 1/2 "	" "
270 FATHOMS	2 1/4 "	STUD CHAIN CABLE	55-1-11
90 "	1 1/2 "	STREAM CHAIN OR 1 3/4 " STEEL WIRE	
150 "	1 1/2 "	TOWLINE OR 5 " STEEL WIRE	
2 WARPS AT 8 "	90 FATHOMS	OR 2 3/4 " STEEL WIRE	
2 "	" 7 "	90 "	" 5 1/2 "

Angles fitted over lights  
in view of increase of thickness  
} to be increased  
} 10 in thickness for sublights.

SECTION OF FRAMING  
SCALE 3" / FOOT

"PLATE AT AFT PEAK BULK" IN HULL AT STEER TAIL  
 2 1/2" BUNKERS  
 FLOORS INTERCOSTALS 7" ANGLES IN BUNKER ROOM TANK  
 TO BE 1/4" THICKER THAN FLOORS  
 1" THICK ENGINE BASE 1 1/2" TANK TOP IN REMAINDER F.B. SONES  
 TANK MARQUE IN C.B. SPACE 1 1/2" THICKER THAN FLOORS  
 FRESH WATER TANKS 5/8" THICK  
 STEEL BULK HEADS FOR 7 TONS C.B. DOUBLING

STEEL 10" x 2 1/2", PROPELLER 1" x 2"  
 FRAMES 9 1/2" x 3 1/2" 3/4" B.A. SPACED  
 FRAMES ABOVE BULK HEADS  
 FRAMES IN PEAKS 7 1/2" x 3 1/2" x 1 1/2"  
 MIDSHIP BULK<sup>HD</sup> FRAMES 5 1/2" x 2"  
 DECK ANGLE 3 1/2" x 3 1/2" 3/4" Single  
 MIDSHIP BULK<sup>HD</sup> PLATING 3 1/2" x 3 1/2"  
 VERT. STIFF<sup>ERS</sup> 4 1/2" x 3 1/2" x 50" B.A.  
 RIVET THRO' REV BAR ORDINARY  
 TUNNEL PLATING 3 1/2" x 1 1/2" UNDER  
 AFTER HODGE OF PLATING ON  
 RIVETS IN FLOORS & CROSS TIE  
 " CONNECTING FRAMES TO SHELL  
 " " " " " "  
 " IN 3 R BUTTS OF OUTSIDE  
 " " AR " " "  
 " " LANDINGS OF OUTSIDE  
 " " BUTTS OF DECK PLATING  
 PLATING SPACED 14 INCH CS  
 RIVETS IN GUNWALE ANGLE &  
 PLATING SPACED 1 1/2" DIAS  
 RIVETS IN PLAT PLATE KEEL ANGLE  
 FRAMES SPACED 6 INCH 6" TO 6"  
 RIVETS IN 2" UPPERY SHELTER  
 " " FRAMES & REV FRAMES  
 BULK<sup>HD</sup> STIFF<sup>ERS</sup> & SIDE SPRINGERS  
 RIVETS IN SHELL CONNECTING  
 " CONNECTING REV FRAMES

10<sup>6</sup>/78 Rudder Post 9' 7<sup>1</sup>/<sub>2</sub>' CONNECTED TO DECK RATING  
26" APART TO 5'<sup>10</sup>/<sub>2</sub>" UNDER DECK ALTERNATELY  
6' 3<sup>3</sup>/<sub>4</sub>" 40° ANGLE - SCREWED TO BULB ANGLE FRAMES  
24" APART ALL TO SHELTER DECK  
SINGLE ANGLE, TANK ANGLE 5" 5<sup>1</sup>/<sub>2</sub>" 60° SINGLE ANGLE  
ANGLE  
AT 2<sup>ND</sup> DX .26" IN THICK DX  
SPACES 30" APART WITH BOTTOM BUTTS EXTENDED TO TAKE  
BUTTS AT TOP (NO SHIP BOX BEAM) SHEET PILE 2<sup>ND</sup> UNDER 4' 3<sup>3</sup>/<sub>4</sub>"  
JOISTS, STRINGS 3<sup>3</sup>/<sub>4</sub>", 3<sup>3</sup>/<sub>4</sub>", 4<sup>1</sup>/<sub>2</sub>" SPACED 4' 6" APART 3' 0" UNDER PLANK  
PROPELLER POST 4<sup>1</sup>/<sub>2</sub>". BOSS PLATING 7<sup>1</sup>/<sub>2</sub>" UNCLAMPED  
RATES TO FRAMES IN AFT PEAK SPACED 50" AS PART  
AT FLAT OF DOUBBLE BOTTOM BEFORE 36" L SPACED 50" ON MAIN  
PLATING 7 DIAS APART. 5<sup>1</sup>/<sub>2</sub>" DIA IN PEAK THICK  
PLATING & STRINGER PLATES 3<sup>3</sup>/<sub>4</sub>" DIA C<sup>6</sup> TO C<sup>6</sup>  
" " " " " " " " " " " "  
PLATING SPACED 4 DIAS AT ENDS  
NARROW PLATE & BUTTS & EDGES OF INNER BOTTOM  
TO C<sup>6</sup>.  
EDGES BUTTS OF BULKHEAD PLATING & EDGES OF DECK  
C<sup>6</sup> TO C<sup>6</sup>.  
VERT<sup>6</sup> ANGLES CONNECTING FLOORS & C<sup>6</sup> GIRDER & BULK<sup>40</sup>  
DIAS RATING TO BEAMS 6 DIAS C<sup>6</sup> TO C<sup>6</sup>  
TO FLOOR & VERT ANGLES TO FLOOR & SIDE GIRDERS,  
SPACED 7 DIAS C<sup>6</sup> TO C<sup>6</sup>  
ANGLES 4 RIVETS IN EACH 36" SPACE  
TO TAKE TOP SPACED 7 DIAS C<sup>6</sup> TO C<sup>6</sup>

INNER BOTTOM PLATING  
1/2" FOR 1/2 L<sup>6</sup> 3/8" AT ENDS  
48" IN E.S. 56" IN B.S.  
BUTT LAPPED 7 3/8" FOR 1/2 L<sup>6</sup>  
1R AT ENDS  
9' 3/4" <sup>1/2 R</sup> CEILING ALL OVER ON 5"

GUSSET ANGLES ON EVERY  
 3<sup>RD</sup> FRAME FORE & AFT  
 3 1/2" x 3 1/2" x 1/8" .50" IN B.S.  
 6" x 3 1/2" x 1/8" IN FORE HOLD  
 6" FLANGE TO TANK TOP  
 WITH 8 RIVETS THRU TANK  
 TOP & 3 THRU MARSHAL  
 TOP 1/8"

CENTRE STRAKE  
72" 50 FOR 2 L.S.  
NO AT ENDS 56 IN B.S.

*may be*

ADDED .02 IN VIEW OF OTHER BRANCH  
BUTTS LAPPED 3R FOR 4L & 2R AT ENDS

SINGLE ANGLE <sup>H.W. 1/8"</sup> 40"  
FOR 2 L.S. 56"  
AT ENDS DOUBLE IN END ST

CENTRE GIRDER 43" 56"  
FOR 2 L.S. & NO AT ENDS  
60" IN B.S. BUTTS LAPPED  
3 R. ONLY AT

46" 48" 56" OR 2 L.S.  
43" 48" 56" AT ENDS

TEEL FRAMES 3  
FLOOR JOIST  
RAVALLS 56" 56" AT ENDS  
AT OTHER SIDE  
UNPERS  
FRAMES 56" 56"

SLICE  
 FOR 1200  
 BULK HEAD  
 T BAR  
 MARGINAL PLATE  
 PLANTED  
 6" RISE  
 OF FLOOR

IN EARLY  
MARGIN  
MARGIN PA  
48 AT ENO  
BUTTS LA  
2R AT E

SINGLE ANGLE 6" x 6" ~~2~~<sup>10</sup> FROM COLLISION  
B<sup>40</sup> TO AFT END OF E.R. 14" <sup>18</sup> RIVETS  
IN EACH 6" FLANGE, HYDRAULIC RIVETED TO 60  
MARGIN 3 1/2" x 3 1/2" <sup>40</sup> AT AFT END

MARGIN RATE  $3\frac{1}{2}''$   $148''$  FOR  $2L \times$   
 $148''$  AT ENDS  $.58''$  IN B.S.  
 BUTTS LAPPED  $\times 3R$  FOR  $2L \times$   
 $28''$  -  $50''$

MANHOLES NOT TO BE CUT  
IN FLOORS OR INTERGOSTALS  
IN WAY OF HEELS OF WIDELY  
SPACED PILLARS

BUTTS LAPPED 3" R FOR 6" L & 3" E AT ENDS Y IN WAY OF DOUBLE BOTTOM  
 " " " 1" R FOR 2" L WHEN CLEAR OF DOUBLE BOTTOM  
 BOTTOM PLATING IN WAY OF DOUBLE BOTTOM REDUCED ~~1/2"~~ as per dec 16 part 16  
 Bottom forward strengthened as per Rule  
 IN T. FLOORS TO HAVE STIFFENING BETWEEN GIRDERS WHERE DISTANCE EXCEEDS 6'-6"

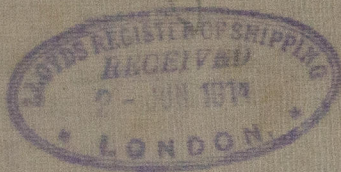
TONNAGE COEFF .74

WHERE BUTTS OF SHELL  
PLATING ABOVE 12" TO BE  
QUADRUPLE THICK FOR  
1/2 LENGTH.

RECEIVED  
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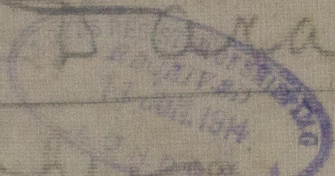


Bowser H.C.

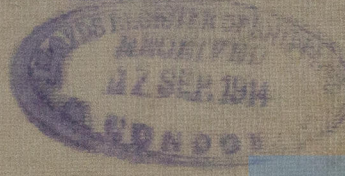
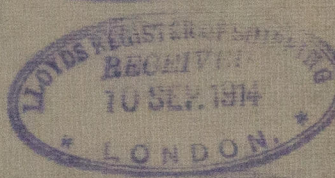
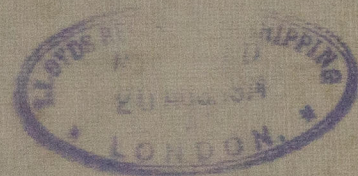
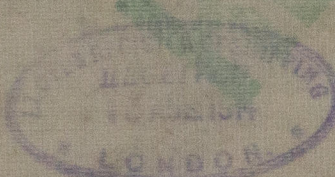
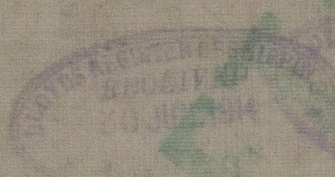
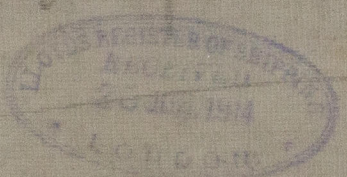
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