

TRANSVERSE NO.  $450 + 26.25 = 476.25 \checkmark$   
 LONGITUDINAL NO.  $476.25 \times 310.0 = 147737.5 \checkmark$   
 $d = 17.15$  16.3  
 $\frac{1}{2}$  TO UPPER WK. = 11.31

OF A TWIN SCREW OIL STEAMER  
DIMENSIONS 310'-0" X 45'-0" X 26'-3" TO HAFERDOK.  
TO CLASS 100 AL AT LLOYDS  
SEALED 1 FOOT.

AREA	$\sqrt{4.25 \times 4.25} \times \sqrt{4.25}$	22.084
POOR	$43.74 \times 4.25 \times 4.25$	326 ✓
BRIDGE	$28.58 \times 4.25 \times 4.25$	105 ✓
FORECASTLE	$31.8 \times 4.25 \times 4.25$	173 ✓
HOUSES	$57.25 \times 4.25 \times 4.25$	207 ✓
NUMBER	=	22968

✓  
KEDGE 1/4  
270 fms 1/4 Mica chain Cables  
90 PATMONS 2% STEEL STRAIN LINE.  
100 " 6 " WIRE TON LINE. ✓  
2 @ 90 " 4" PARILLA OR 2" STEEL WIRE. } with Givners consent  
2 @ 90 " 6 " 2 " } to Ned were

BUTTS OF FLAT FLOOR PLATE TO BE OVERLAPPED + QUADRUPLE WELDED (IN WAY OF OIL COMPARTMENTS)  
 TO BE OVERLAPPED 17% + QUADRUPLE WELDED WITH 1 INCHES]

BUTTS OF HORIZONTAL WALL PLATING TO BE OVERLAPPED + TRIPLE WELDED <sup>TO ~~BE~~ AT EXTREME ENDS</sup> ALL BUTTS - RT & <sup>TO ~~BE~~ AT EXTREME ENDS</sup>

SIDE

SEAMS OF SHELL PLATING IN OIL COMPARTMENTS TO HAVE 7/8 INCHES BETWEEN BUTT JOINTS

BUTTS OF SHELL STIFFENERS TO BE OVERLAPPED + QUADRUPLE WELDED <sup>TO BE OVERLAPPED + QUADRUPLE WELDED</sup>

BUTTS OF SHELL STIFFENERS TO BE OVERLAPPED + TRIPLE WELDED ALL BUTTS - RT

DRAIN SKEW STIFFENERS OVERLAPPED + TRIPLE WELDED ALL BUTTS - RT

TO DOUBLE CLEAN OF OIL FROM INTERIORS

HORIZONTAL SHELL PLATING FLOOR IN OIL COMPARTMENTS TO BE OVERLAPPED + DOUBLE WELDED

FORWARD TO AHEAD AT STOPS

1/2 INCH OF CORROSION PROTECTIVE PAINT - 3/4 INCH THICKNESS TO BE OVERLAPPED + DOUBLE WELDED

4 SEAMS OF HORIZONTAL SHELL PLATING, TWO SHELL PLATING CORROSION THICKNESS, 1/2 INCH OF TRUSS STIFFENERS + MIDDLE LINE BULKHEADS + CORROSION RESISTANT (IN ALL OIL COMPARTMENTS)

TO BE OVERLAPPED + DOUBLE WELDED

BUTTS - KEELS OF ALL BULKHEADS + MIDDLE LINE BULKHEADS IN TANK ROOMS - OVERLAPPED + DOUBLE WELDED

BUTTS IN OIL TIGHT SEAMS + BUTTS OF ALL PLATING TO BE SPACED 3/8 INCH APART

CORROSION BARS OF ALL TIGHT SEAM TO BE SPACED 4 INCHES APART

CORROSION BARS TO PLATING TO FORM A RIGID STIFFNESS + BUILDING THE STIFFNESS TO BE SPACED 5 INCHES APART

ATTACHING BARS TO PLATING EXPOSED TO OIL PRESSURE TO BE SPACED 6 INCHES APART

(FRAMES TO BULKHEADS, STIFFENERS TO BULKHEADS ETC.)

ATTACHING BARS TO PLATING NOT EXPOSED TO OIL PRESSURE TO BE SPACED 12 INCHES APART (FRAMES TO FLOORS + SEAMAN WORK)

butts of shell plating  
quadruple riveted for  
 $\frac{1}{2}$  length amidships. Where  
over the rule width

at angle.

38. to be kept clear  
buckets

angle 6" above

rivets 5 diam apart

36 10 44  
Landings to be shifted clear of  
BLACK BAR OR 3 SPACES  
ON EACH SIDE OF BAR. Reelsoo

FOR SHELL IN WAY OF DOUBLE BOTTOM SEE SEPARATE SECTION

SCALE 2"=1 FOOT

FOR SPACING OF WEBS SEE PROFILE

*Sec 62 para 3*

C.R.  
8.5.12.



THE GALEDON SHIPBUILDING & ENGINEERING CO. LTD.

1474

2 MAY 1912

**Lloyd's Register Foundation**

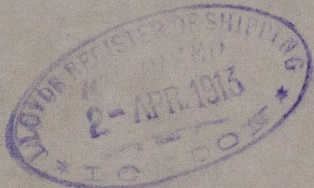
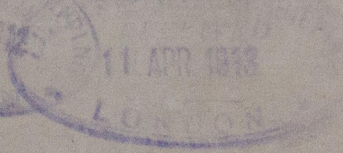
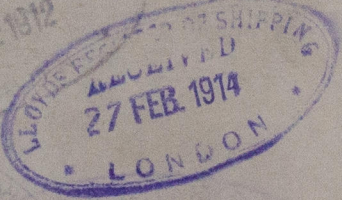
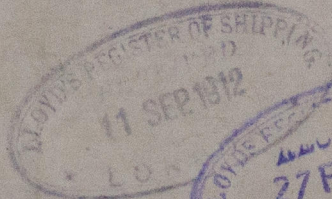
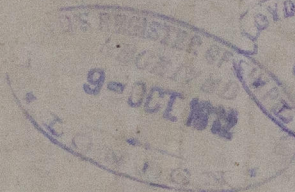
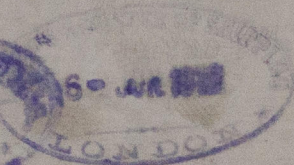
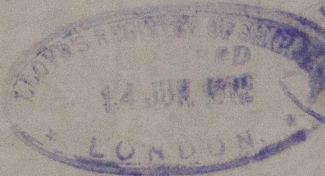
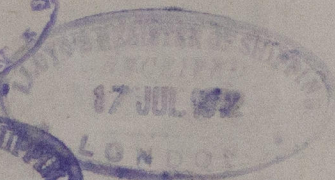


MIDSHIP SECTION  
CALEDON S.B.Y.E.C. LTD

Nº 232

"T.S.S. SEBASTIAN"

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