

MIDSHIP SECTION.

DIMENSIONS = 380 0 x 53 0 x 26 9 MOULDED.

TO CLASS 100, A.I. AT LLOYDS.

SCALE 1/2 INCH = ONE FOOT.

FOR CARRYING OIL IN BULK.

Scantling Numerals

Breadth moulded
Depth
52.79
26.75
79.54 Trans Hrs
30225 Long Hrs

Depth to Length Upper Deck = 14.2
Bottom = 11.09

Equipment Number

108
Roof 106.00 x 7.5 x .75 = 596.607
Bridge 27.62 x 7.5 x .75 = 155
Sole 36.00 x 7.5 x .75 = 202
Casing 11.00 x 7.0 x .50 = 224.208
Awning 230.00 x 7.5 x .75 = 2137
30225
35539 = 9

Equipment

2 Stockless Bowers
Stream ex stock
270 Jaffons of 2 1/2" Steel chain cable.
1 1/2" Steel wire
Two 90 - 8" Hawser or 2 1/2" Steel wire.
90 - 7" 2 1/2"

Notes:- Sections of angles bars etc. are arranged to suit early delivery of beams.
Beams were required for scantling to be 7' x 3' section.
The thickness to equal weight for foot.
Various other angles are arranged of the same section to facilitate early rolling and delivery.

Balwart
See other side

Shrager 55 x 36 for 1/2 l. to 1/2 at ends
Butts lapped and treble riv to double.

5' x 5' x 58' to 52' at ends
3 1/2 x 3 1/2 x 36 at ends

Beams 6' x 3' x 140 B.A.
Knees 21' x 142
Knees 18' x 140 at ends
Knees 18' x 140 at ends

EXPANSION TRUNK

TRUNKWAY 18'0 WIDE

Deck 39' in Oil space 27' at ends Butts lapped & double riv single clear of Oil space.

1 1/2" CAMBER

EXPANSION TRUNK

MAIN DECK

Afterstroke 146 x 98 at ends of Bridge
as in original bridge to 1/2 at ends
Butts double strapped & treble riv for 1/2
treble riv butts at ends where
not exceeding 68

Strake below 66 x 75 for 1/2 l. to 1/2 at ends
Butts lapped and quadruple
riveted to treble

Frames 11' x 3 1/2' x 148 channels, spaced 25' apart and carried up to Upper Deck
on every 2nd frame, as per original plan. Angle on intermediate frames 3 1/2' x 3 1/2' x 142
remainder in Upper Deck 3 1/2' x 3 1/2' x 142 angles
Frames in Plank 7' x 3 1/2' x 142 Bull angles spaced 20' apart
Clear of Plank with 6' x 3 1/2' x 36 angles spaced, bracketed to deck.
Frames in way of Post, Bridge and Forecastle = 6' x 3 1/2' x 36 angles
Frame bottoms doubled for 3' length forward to rule position of collision bulkhead.
Bulkheads (see profile).

Transverse Bulkhead

Plating 1/2 bottom 140 lb
Vertical stiff 10' x 25' x 140 B.A. spaced 20'
Webs 38' x 142 face angle 6' x 14' x 50 2 each side
Horse Slips 38' x 142 face angle 6' x 14' x 50 2 each side
Bulkhead frames 35' x 25' x 142 double at each end
Tank sides, tank deck & top of tank 35' x 25' x 142 double.
Bulkhead floor plates 148

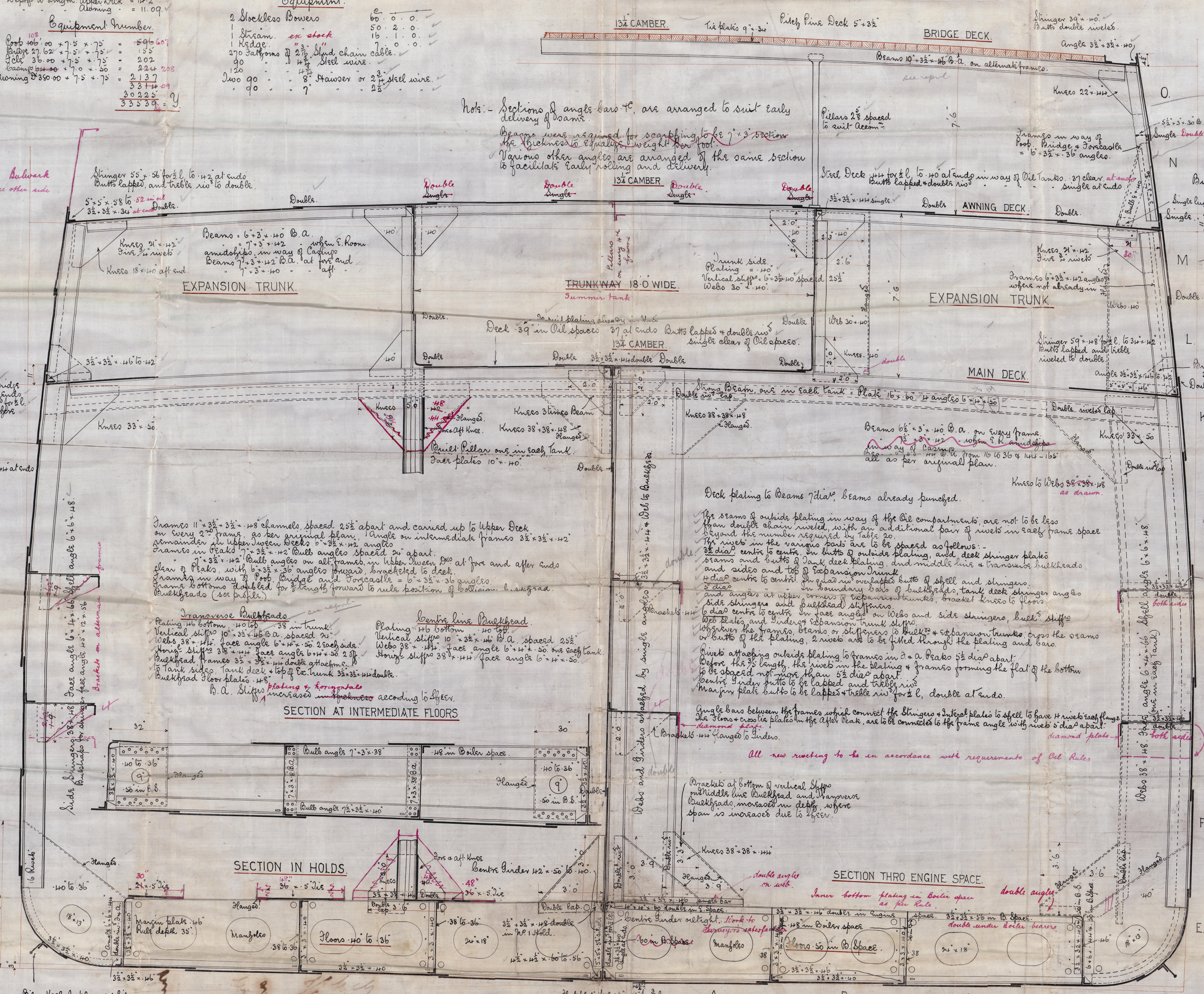
Centre line Bulkhead

Plating 1/2 bottom 140 lb
Vertical stiff 10' x 25' x 140 B.A. spaced 25'
Webs 38' x 142 face angle 6' x 14' x 50 one each tank
Horse Slips 38' x 142 face angle 6' x 14' x 50

SECTION AT INTERMEDIATE FLOORS

SECTION IN HOLDS

SECTION THRO ENGINE SPACE



Forecastle
Beams 7' x 3' x 142 B.A. on every frame, 2 rows Pilars 2 1/2" dia. Knees 20' x 140
Sole 36' x 7.5 x .75 Angle 3 1/2' x 3 1/2' x 36 Sides plating 140 Deck 5' x 3 1/2' plates pins

Roof
Beams 7' x 3' x 142 B.A. on every frame, 2 rows Pilars 2 1/2" dia. Knees 20' x 140
Sole 36' x 7.5 x .75 Angle 3 1/2' x 3 1/2' x 36 Sides plating 140 Deck 5' x 3 1/2' plates pins

double at breaks of Post & Bridge
Afterstroke 146 x 98 for 1/2 l. to 1/2 at ends
Butts lapped and quad riv to treble
140 at fore end
38' aft

Butts lapped & treble riv to treble
140 at fore end
38' aft

Butts lapped & treble riv to treble
140 at fore end
38' aft

Butts lapped & treble riv to treble
140 at fore end
38' aft

Butts lapped & treble riv to treble
140 at fore end
38' aft

Butts lapped & treble riv to treble
140 at fore end
38' aft

Butts lapped & treble riv to treble
140 at fore end
38' aft

Memorandum 15002d
No 505

Mid Sec;
Modipink plan
as oil carrier

8110-046M

S/S Ashleaf
Mid report.
No 9589



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Foundation