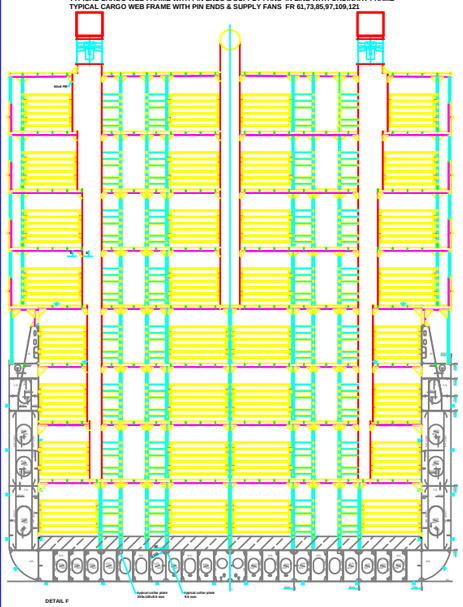
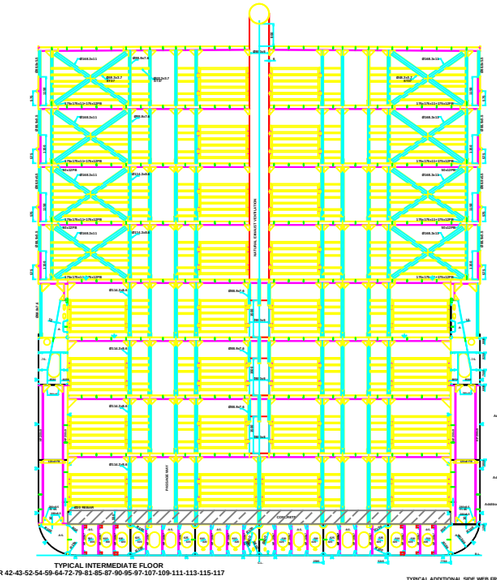
TYPICAL CARGO WEB FRAME WITH PIN ENDS & SUPPLY FANS IN LINE WITH ORDINARY FRAME
TYPICAL CARGO WEB FRAME WITH PIN ENDS & SUPPLY FANS FR 61,73,85,97,109,121

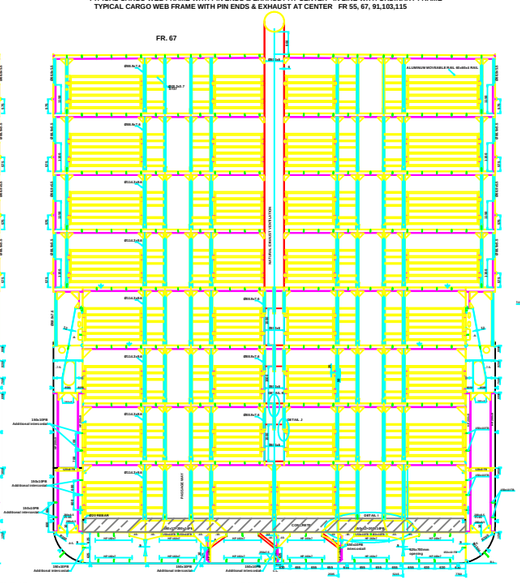


WEB FRAME 79 WITH PIN SIDE IN LINE WITH INTERMEDIATE SHIP WEB FRAME

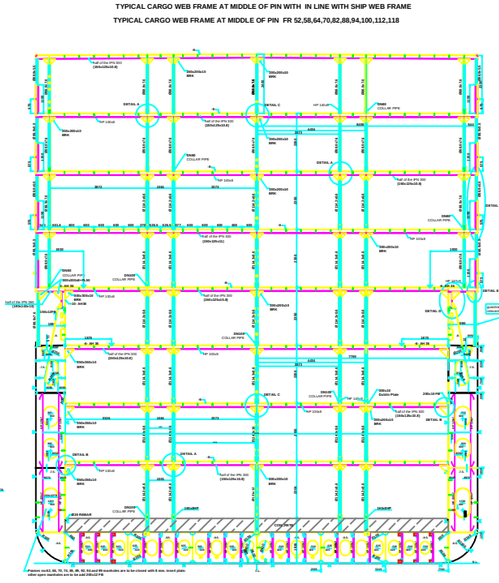


TYPICAL CARGO WEB FRAME WITH PIN ENDS & EXHAUST AT CENTER IN LINE WITH ORDINARY FRAME
TYPICAL CARGO WEB FRAME WITH PIN ENDS & EXHAUST AT CENTER FR 55, 67, 91,103,115

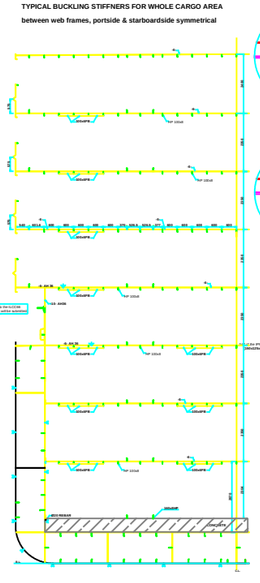
FR. 67

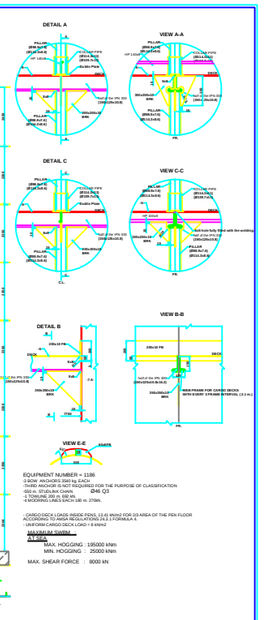


TYPICAL CARGO WEB FRAME AT MIDDLE OF PIN WITH IN LINE WITH SHIP WEB FRAME
TYPICAL CARGO WEB FRAME AT MIDDLE OF PIN FR 52,58,64,70,82,88,94,100,112,118



TYPICAL BUCKLING STIFFNERS FOR WHOLE CARGO AREA
between web frames, portside & starboardside symmetrical





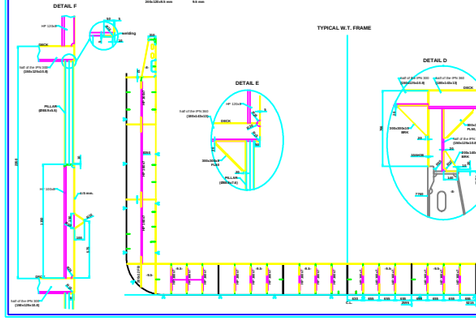

EQUIPMENT NUMBER = 1186
1 ADM. ANCHORS (5830 kg) Each
THIRD ANCHOR IS NOT REQUIRED FOR THE PURPOSE OF CLASSIFICATION
660 m. STUD-link Chains GRADE Q3
4 TOWLINE 200 m. 690 kn.
4 MOORING LINES EACH 180 m. 270kN.

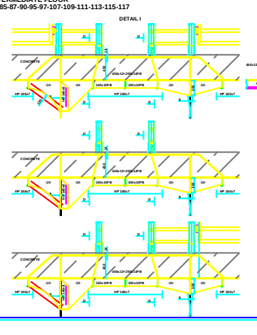
- CARGO DECK LOADS INSIDE PONS, 13 kN/m2 FOR 2/3 AREA OF THE PEN FLOOR ACCORDING TO IMOA REGULATIONS 24.3.1 FORMULA 4.
- UNIFORM CARGO DECK LOAD = 8 kN/m2

MAXIMUM MOMENTS
AT SEA

| | |
|---|---|
| MAX. HOGGING | 195000 kNm |
| MIN. HOGGING | 25000 kNm |
| MAX. SHEAR FORCE | 8000 kN |

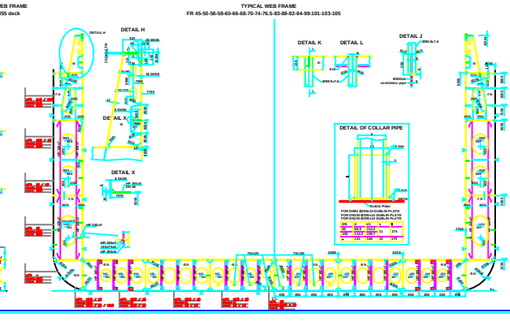
TYPICAL INTERMEDIATE FLOOR
FR 42-43-52-54-59-64-72-79-81-85-87-90-95-97-107-109-111-113-115-117



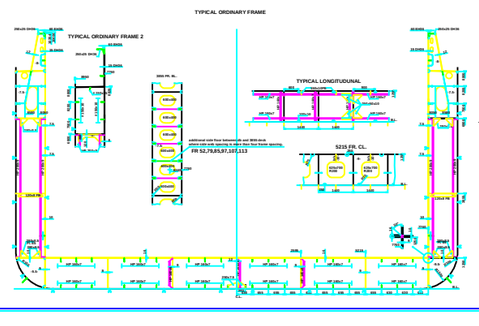




TYPICAL ADDITIONAL SIDE WEB FRAME
between double bottom and 3855 deck
FR 52,79,85,97,107,113

TYPICAL WEB FRAME
FR 45-50-56-58-60-66-68-70-74-76,5-83-89-92-94-99-101-103-105




TYPICAL ORDINARY FRAME




TYPICAL CARGO WEB FRAME WITH SHIP ORDINARY FRAME

FRAME 38,58,61,79,100 CARGO WEB FRAME IN LINE WITH EXISING CONTINER STANTIONS

MAIN PARTICULARS
LENGTH OVER ALL = 115.35 m.
LENGTH BETW. P.P. = 108.00 m.
BREADTH MOULDED = 17.50 m.
DEPTH TO MAIN DECK = 8.80 m.
DRAUGTH (SUMMER) = 6.871 m.
IMO MO = 9081067
CB = 0.683
DISPLACEMENT = 9363 T

CLASS : BUREAU VERITAS ( I.* HULL + MACH, UNRESTRICTED NAVIGATION
LIVE STOCK CARRIER, * AUT-UMS
LIVE STOCK CARRIER RULES ACCORDING TO BV AND AMSA MARINE ORDERS PART 43
CONCERTION PROJECT FROM CONTAINER SHIP TO LIVE STOCK CARRIER

Vessel is converted from Container Ship.
For details of existing parts not shown in this plan, please use original drawings with this plan.

| NO. | DATE | REVISED BY | REVISION | CHECKED BY |
|---|---|---|---|---|
| 1 | 15.03.2013 | R. S. GÖKE | Updated | G. GÖKE |

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Web page : www.maviegemuhendislik.com.tr/en/index.aspx

| | |
|---|---|
| PROJECT: | LIVE STOCK CARRIER |
| TITLE: | MIDSHIP SECTION |
| OWNER | TAMARA SHIPPING |
| | SHIPYARD: SEFINE SHIPYARD / YALOVA / TURKEY |
| DESIGNED BY | SADIKAN GÖKE |
| CAD/CAE | ÖZEL AYDIN |
| CONTROL | NAZITE SABAN GÖKE |

| HULL NO | CLASS | DATE | SCALE | DRWN | SHEET |
|---|---|---|---|---|---|
| - | B.V. | 12.01.2012 | 1/50 | LSC1C-02 | 01/01 |