

1

2

3

4

REV DESCRIPTION 版本说明

DATE 日期	REV. 版本	DESCRIPTION 简 述	DWN. 设 绘	CHKD. 校 对	RVE. 审 核	APP. 审 定
2015.8.28	A	ISSUED FOR APPROVAL	周素素	刘寅华	刘寅华	邱伟强
2015.10.15	A1	ISSUED FOR APPROVAL	周素素	刘寅华	刘寅华	邱伟强
2015.10.21	0	Issued finally	王志超	刘寅华	刘寅华	邱伟强
		1) Comments of CLASS				
		2) Design modifications				
		3) Comments of OWNER				
		4) Comments of Shipyard				

主要要素

PRINCIPAL PARTICULARS

总 长 LENGTH O.A.	L _{OA}	abt. 249.900 m
垂线间长 LENGTH B.P.	L _{BP}	245.400 m
结构船长 SCANTLING LENGTH	L _s	242.4 m
型 宽 BREADTH MLD.	B	44 m
型 深 DEPTH MOULDED	D	21.50 m
设计吃水 DRAFT DESIGNED	T _D	13.50 m
结构吃水 DRAFT SCANTLING	T _{sc}	15.00 m
方形系数 Block coefficient	C _b	0.818
梁 拱 CAMBER		0.60 m
最大服务航速 MAXIMUM SERVICE SPEED (MCR at Scantling Draft 15m)		15.5 kn
设计静水弯矩(航行工况) DESIGN STILL WATER BENDING MOMENTS FOR SEAGOING:		
	HOGGING	3,420,000 kNm
	SAGGING	-2,100,000 kNm
设计静水弯矩(港内工况) DESIGN STILL WATER BENDING MOMENTS FOR HARBOUR:		
	HOGGING	3,920,000 kNm
	SAGGING	-2,630,000 kNm
设计静水弯矩(疲劳计算工况)		
	HOGGING	2,800,000 kNm
	SAGGING	-573,400 kNm

SCALE 1:100

A

B

C

附注:

1. 本图仅表示左舷, 除特别标明外, 结构左右对称.
2. 所有剖面剖视是从右舷向左舷看, 或者从后往前看.
3. 货舱区强框间距: FR52~FR54 3600mm
FR54~FR102 3400mm
FR102~FR107 3200mm.
4. 船体采用船用低碳钢和部分高强度钢, 其中:
"AH32" 级高强度钢($\sigma_s = 315\text{N/mm}^2$) 标记为 "AH".
"AH36" 级高强度钢($\sigma_s = 355\text{N/mm}^2$) 标记为 "AH36".
"DH32" 级高强度钢($\sigma = 315\text{N/mm}^2$) 标记为 "DH".
钢级除标明外, 其余均为A级钢.
5. 压载水交换: 顺序法和溢流法
6. 货油舱和污水水舱布置有加热装置.
7. 允许装载的最大货油密度: 1.025 t/m^3 .
8. 0.4L 范围内最小压载吃水设计值为: $T_{bal} = 6.40\text{m}$.
0.4L 范围内正常压载吃水设计值为: $T_{bal-n} = 7.30\text{m}$.
9. 尺寸标注如 $14 < 11 >$, 其中 14 为建造厚度,
11 为换新厚度, 其余类似.
换新板的钢级应与建造板的钢级一致.
10. 除特别注明外, 开孔周围加强筋距离开孔边缘 15mm (净尺寸).
11. 未注结构节点根据"船体典型节点图册" 进行选取.
12. 图中代号:
XXXX 全焊透, 即焊接符号 F.P
///// 部分焊透, 即焊接符号 P.P
—▷— 板缝线 —//— 分段线
* 无切口
← 扶强材端部削斜, 即S型端切

SYMBOL FOR HOLE

MARK	SIZE	MARK	SIZE
H1	∅450	H4	400X600
H2	∅500	H5	500X600
H3	∅600	H6	600X800

SYMBOL FOR BRACKET AND STIFF.

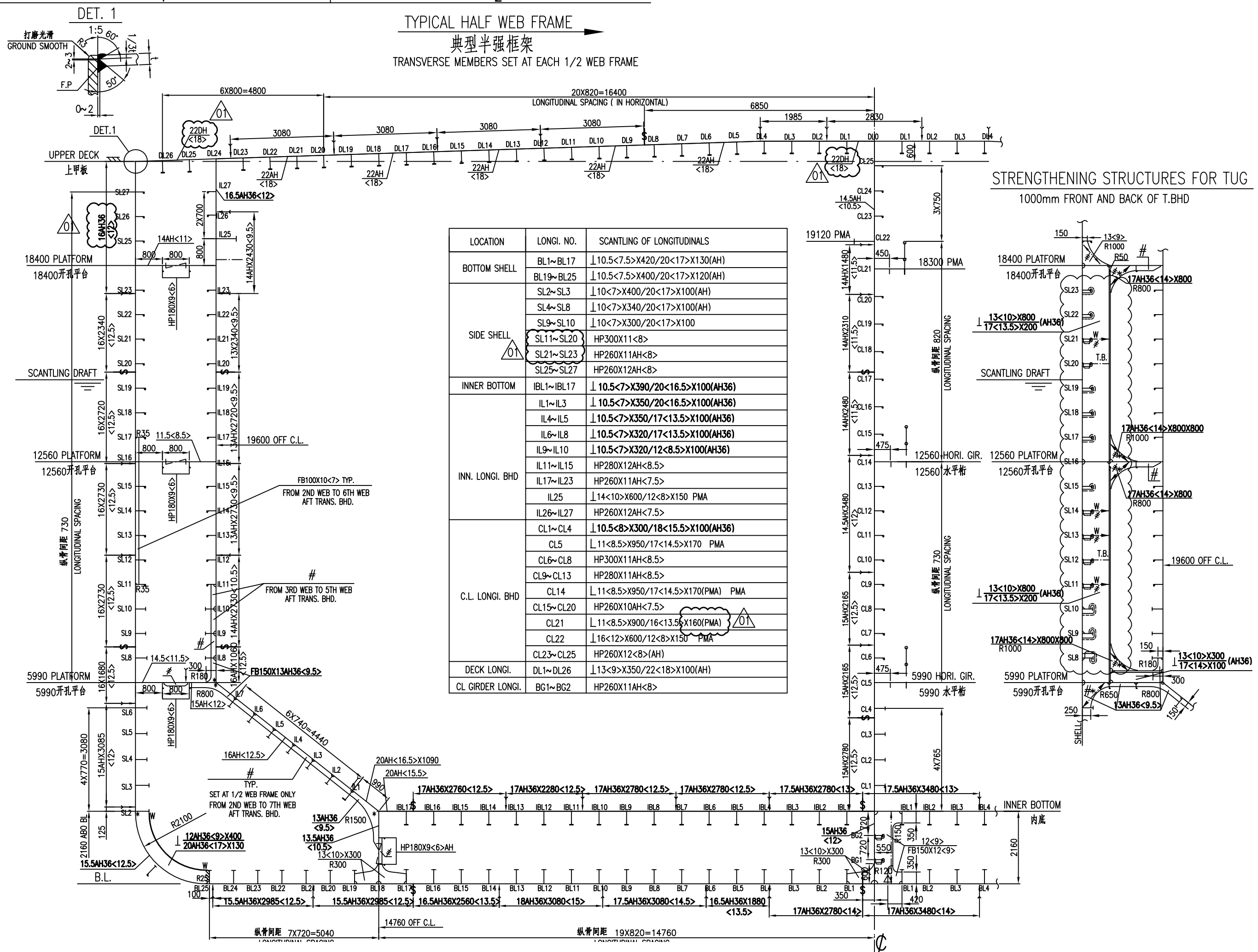
MARK	SIZE	MARK	SIZE
B300	12X300X300/R400	#	FB100X10
B350AH	12AHX350X350/R450	#*	FB100X15AH
B400	13X400X400/R500	#	FB150X11
B500AH	15AHX500X500/R650	#*	FB150X15AH
		#1	FB150X11AH

CORROSION 4mm WITHIN 3m BELOW TANK TOP
CORROSION 3mm IN BALLAST TANK, WITHOUT 3m BELOW TANK TOP
CORROSION 2.5mm IN CARGO TANK, WITHOUT 3m BELOW TANK TOP
OR EXPOSED TO ATMOSPHERE

NOTE:

1. DETAILS OF PORT SIDE ARE SHOWN. BOTH SIDES ARE SYMMETRICAL EXCEPT WHERE NOTED.
2. ALL SECTIONS ARE SHOWN LOOKING TO PORT SIDE & FORWARD.
3. WEB FRAME SPACING IN CARGO TANK REGION: FR52~FR54 3600mm
FR54~FR102 3400mm
FR102~FR107 3200mm.
4. HULL STRUCTURAL MEMBERS ARE MADE FROM MILD STEEL AND HIGHER STRENGTH STEEL:
HIGHER STRENGTH STEEL OF GRADE "AH32" ($\sigma_s = 315\text{N/mm}^2$) IS MARKED AS "AH".
HIGHER STRENGTH STEEL OF GRADE "AH36" ($\sigma_s = 355\text{N/mm}^2$) IS MARKED AS "AH36".
HIGHER STRENGTH STEEL OF GRADE "DH32" ($\sigma = 315\text{N/mm}^2$) IS MARKED AS "DH".
THE GRADE OF THE STEEL WITH NO MARK IS GRADE A.
5. BALLAST WATER EXCHANGE: SEQUENTIAL METHOD AND FLOW-THROUGH METHOD.
6. HEATING COIL ARE USED IN CARGO TANKS & SLOP TANKS.
7. MAXIMUM ALLOWABLE CARGO DENSITY: 1.025 t/m^3 .
8. MINIMUM DESIGN BALLAST DRAUGHT IN 0.4L AMIDSHIPS: $T_{bal} = 6.40\text{m}$.
NORMAL DESIGN BALLAST DRAUGHT IN 0.4L AMIDSHIPS: $T_{bal-n} = 7.30\text{m}$.
9. SCANTLINGS MARKED AS $14 < 11 >$, WHERE 14 IS THE BUILT THICKNESS,
AND 11 IS THE RENEWAL THICKNESS. OTHERS ARE SIMILAR.
THE RENEWAL STEEL GRADE SHOULD BE SIMILAR AS THE BUILT STEEL GRADE.
10. IT IS 15mm (Net) FOR DISTANCE BETWEEN HOLE AND ITS REINFORCE STIFFENER EXCEPT NOTED.
11. THE DETAIL STRUCTURES UNDENOTED SHOULD BE DUE TO "DETAILS FOR HULL STRUCTURE".
12. MARKS IN THE DRAWING:
XXXX FULL PENETRATION, WELDING SYMBOL F.P
///// PARTIAL PENETRATION, WELDING SYMBOL P.P
—▷— BUTT SEAM —//— BLOCK SEAM
* NO SCALLOP
← STIFFENER END SNIPPED, S TYPE

TYPICAL HALF WEB FRAME
 典型半强框架
 TRANSVERSE MEMBERS SET AT EACH 1/2 WEB FRAME



面积: 0.12 m²

