



PROPORTIONS:	DEPTH TO LENGTH	$402.5 \div 345$	11.66
BRIDGE	$80.5 \times 8.0 \times 5$		322.00
POOP	$34.00 \times 7.5 \times 7.5$		191.25
FORECASTLE	$38.5 \times 7.5 \times 7.5$		216.57
SHELTER DECK	$402.5 \times 8.0 \times 7.5$		2415.00

RIVETING SCHEDULE

KEEL BUTTS TREBLE BUTT LAPS FORD AND APT OF $\frac{1}{2}$ LENGTH
FOR PLATING NOT OVER 76" QUAD RIVETS BUTT LAPS FORD $\frac{1}{2}$ LENGTH

SPELL PLATING BUTTS TREBLE RIVETED OVERLAPS FORD R APT

STRAKE STRAKE AND STRAKE BELOW BUTTS QUADRIUPLE OVERLAPS FOR $\frac{1}{2}$ TO TREBLE AT ENDS

SHELTOR DECK STRINGER BUTTS TREBLE RIVETED OVERLAPS FOR $\frac{1}{2}$ TO DOUBLE AT ENDS

SHELTOR DECK PLATING BUTTS DOUBLE OVERLAPS FOR $\frac{1}{2}$ TO SINGLE AT ENDS

UPPER DECK STRINGER BUTTS DOUBLE OVERLAPS FORD R APT

UPPER DECK PLATING BUTTS DOUBLE OVERLAPS FOR $\frac{1}{2}$ TO SINGLE AT ENDS

TANK TOP CENTER STRAKE BUTTS TREBLE OVERLAPS FOR $\frac{1}{2}$ TO DOUBLE AT ENDS

TANK TOP REMAINDER BUTTS DOUBLE OVERLAPS FOR $\frac{1}{2}$ TO SINGLE AT ENDS

TANK SIDE BUTTS TREBLE RIVETED OVERLAPS FORD R APT

CENTER CIRCER BUTTS TREBLE RIVETED OVERLAPS FORD R APT

FRAMING TO BE CHANNELS OR EQUIVALENT BULB ANGLES

STEM $10\frac{1}{2} \times 2\frac{3}{4}$ "
STERN POST $10\frac{1}{2} \times 7\frac{1}{2}$ " & $9 \times 7\frac{1}{2}$ "
RUDDER AS PER RULE

TANK TOP CENTER . 45" x 50" TO 40" . 56" D.B.
FORD & AFT EXCEPT FORD HOLD
31" x 32" x 50" TO 48" CONTINUOUS 60 D.B. DOUBLE IN FORD HOLD & E & B SPACE
CENTER GIRDER 43" x 50" TO 40" - 60" D.B.W.T.
SINGLE 6" x 6" x 44" DBL ON MAIN TRANS.
5" x 5" x 58" TO 52"
KEEL 47" x 92" TO 66"

45 1/2	455	11107
SHIP'S HULL NO.	NAME OF VESSEL	CON. NO. BUILDING CONTRACT NO.
NO. OF		
MOORE SHIPBUILDING CO. SAN FRANCISCO CALIFORNIA HULL DEPT.		
MIDSHIP SECTION		
DRAWER NO. 1 DATE OCT 29-31 DRAWN BY JEFF	SCALE 1" = 1'-0" DATE OCT 29-31 DRAWN BY JEFF	DRAWING NUMBER K 145-20

Midship Section

KAINALU.

Now. "PACHESHAM"

To London since

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Midship Section

S/S KAINALU

AB 7/40

FENIX *

Now PACHESHAM

now Horaez

"FENIX"

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