

# S.S. MURORAN MARU.

## MIDSHIP SECTION.

SCALE 1/2 INCH TO ONE FOOT.  
400'-0" x 54'-6" x 30'-0".

POOP 38'-0" BRIDGE 12'-0" FORECASTLE 40'-3"

PRINCIPAL DIMENSIONS.

L.P.P.	400'-0"
B.M.P.	54'-6"
D.M.P.	30'-0"

SCANTLING NUMBERS.

B.	54.5
D.	30.0
L.	84.5
TRANSVERSE NO.	33,800.0
LONGITUDINAL NO.	102

EXCESS OF HEIGHT OF TANK SIDE BRACKET

FOR FRAME

PROPORTIONS.

1/2 D. TO UPPER DECK	13.3
1/2 D. TO BRIDGE DECK	10.6

LLOYD'S CLASS

STEM 102' 2 1/2" BEST SCRAP IRON AS PER PLAN.

STERN FRAME PROPELLER POST 102' 7 1/2" RUDDER POST 9' 7 1/2"

CASE STEEL AS PER PLAN.

RUDDER SINGLE PLATE TYPE AS PER PLAN.

FRAMING

SPACING 33' APART FROM AFT PEAK BWP TO 1/2 L. FORWARD.

27' 1/2 L. FORWARD TO COLLISION BWP.

24' IN PEAKS.

FRAME IN PEAKS 7' 3 1/2" x 44' B.A.

INTERMEDIATE FRAME 6' 1 1/2" x 38' A.

IN WAY OF TUNNEL RECESS 8' 1 1/2" x 46' CHANNEL.

AT 27' SPACING 10' 3 1/2" x 47' CHANNEL.

INTERMEDIATE FRAME 6' 1 1/2" x 40' A.

16' 3 1/2" x 60' CHANNEL.

EXTENSION OF MAIN FRAMES

IN WAY OF FCL TO FCL & 2ND DECKS ALTERNATELY.

BRIDGE TO UPPER & 2ND DECKS ALTERNATELY.

EVERY 4' TO BRIDGE DECK.

IN AFT PEAK ALL TO UPPER DECK.

OTHERWISE TO UPPER & 2ND DECKS ALTERNATELY.

WEB FRAME TO BE FITTED IN MACHINERY SPACE & FORE HOLD AS PER PLAN.

W.T. BULKHEADS

6 IN NUMBER, ALL EXTENDING TO UPPER DECK.

VERTICAL STIFFENER TO BE SPACED 30' APART THROUGHOUT.

EXCEPT COLLISION BWP, AFT PEAK BWP WHERE 24' APART.

ALL HOLD STIFFENERS, TO BE BRACKETED AT HEADS & HEELS.

W.T. BWP IN HOLD AS FOLLOWS.

FRAME THICK. OF PLATE AT TOP BOTTOM OF HOLD	CONNECTING ANGLE (SINGLE)	VERTICAL STIFFENERS	SIZE	BRACING
8 (APERT) 40' 36"	4' 1 1/2" x 38'	5' 5" x 54'	6' 3" x 50'	24'
36' 36"	4' 1 1/2" x 38'	5' 5" x 54'	6' 3" x 50'	30'
57' 36"	4' 1 1/2" x 38'	5' 5" x 54'	6' 3" x 50'	30'
80' 36"	4' 1 1/2" x 38'	5' 5" x 54'	6' 3" x 50'	30'
114' 36"	4' 1 1/2" x 38'	5' 5" x 54'	6' 3" x 50'	30'
144 (C.B.W.) 40' 36"	4' 1 1/2" x 40'	6' 6" x 56'	6' 3" x 50'	24'

COLLISION BWP (F.N. 144) ADDITIONALLY STIFFENED AS PER PLAN.

AFT PEAK TWEEN DECK BWP 36' OTHER TWEEN DECK BWP 28' WITH STIFFENER 4' 3" x 34" ANGLE OR 5' FLANGED, SPACED 30' APART EXCEPT AFT PEAK BWP & C.B.W. WHERE 24' APART & 6' 3 1/2" x 40' ANGLE BRACKETED.

UPPER TWEEN DECK BWP OF C.B.W. 26' WITH STIFFER 4' 3" x 34" A. SPACED 24' APART.

BRIDGE FRONT BWP PLATE 40' COAMING 44' WITH STIFFENERS.

8' 3 1/2" x 64' B.A. SPACED 30' APART & BRACKETED AT HEADS & HEELS.

POOP FRONT BWP PLATE 40' COAMING 44' WITH STIFFENERS.

8' 3 1/2" x 64' B.A. SPACED 30' APART & BRACKETED AT HEADS & HEELS.

HEADS

SHAFT TUNNEL PLATE 40' COAMING 44' IN WAY OF HATCHWAYS.

STIFFENERS 32' 3 1/2" x 48' ANGLE, SPACED 4' 5" EXCEPT IN WAY OF HATCHWAYS WHERE 3' 0" APART.

TRANSOM PLATE 45' x 48'

FLOOR PLATE IN PEAKS 40'



MITSUBISHI ZOSEN KAISHA LTD. NAGASAKI SHIP DESIGNERS' OFFICE, A.

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1/2000 BY: [Signature]

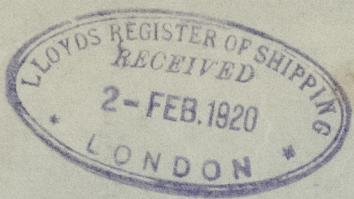
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DESIGNERS' OFFICE NO. 6551

DATE: NOV. 1936

Lloyd's Register of Shipping



Midship Section

S. S. No. 279

Mitsubishi Zosen Kaisha.

Nagasaki, Report No. 1264.



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Lloyd's Register  
Foundation

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