

NO. [REDACTED] II [REDACTED].
MIDSHIP SECTION.
SCALE 1/2" TO ONE FOOT.

EQUIPMENT NUMBER.	
$L \times (B + D)$	$= 35,347.$
ERECTION	$425 \times 8 \times .75 = 2,550.$
DECK HOUSE	$2817 \times 75 \times .50 = 106$
	$6717 \times 75 \times .50 = + 252$
	<u>38,255</u>

$$\begin{array}{r} 53.67 \\ + 29.50 \\ \hline 83.17 \end{array}$$
 TRANSVERSE NO.

$$\begin{array}{r} 425.00 \\ \times 35347.25 \\ \hline 15' - 11'' \end{array}$$
 LONGITUDINAL NO.

PROPORTION.
L/D TO SHELTER DECK. 11.33

EQUIPMENTS.

SHEER STRAKE 66"x78" FOR $\frac{1}{2}$ L.
TO .46" AT ENDS BUTTS LAPPED
& QUADRUPLE RIVETTED TO TREBLE AT ENDS.

K STRAKE BELOW SHEER STRAKE .68"
FOR $\frac{1}{2}$ L. TO .46" AT ENDS, BUTTS
LAPPED & QUADRUPLE RIVETED TO
TREBLE AT ENDS. _____

64" FOR $\frac{1}{2}$ L. TO .46" AT ENDS.
BUTTS LAPPED & TREBLE RIVETED
ALL FORE & AFT.

F.G & H. STRAKES .66" (.64" +.02") FOR $\frac{1}{2}$ L.
TO .46" AT ENDS. BUTTS LAPPED &
TREBLE RIVETED ALL FORE & AFT.

.66" FOR $\frac{1}{2}$ L. TO .48" AT ENDS.
BUTTS LAPPED & QUADRUPLE RIVETED
TO TREBLE AT ENDS.

BILGE KEEL 1/2" x 50" PLATE
6" x 4" x 60" TEE FOR ABOUT 140'-0" W

PROPELLER BOSS PLATE .76"
BUTTS LAPPED & QUADRUPLE RIVETED.

BOTTOM PLATING A, B, C, & D STRAKES .46" FOR $\frac{1}{2}$ L. TO .48" AT ENDS
STRAKES ENTIRELY WITHIN DOUBLE BOTTOM TO BE MADE FOLLOWING REDUCTION:
PLATE .66 THICK TO BE REDUCED .02"
" .54" " " " " .04"
" .52" " " " " .02"

ALL BUTTS LAPPED & QUADRUPLE RIVETED FOR $\frac{1}{2}$ L. TO TREBLE AT ENDS.
A, B, C STRAKES TO MAINTAIN THE MIDSHIP THICKNESS FORWARD TO COLLISION END

ALL BUTTS LAPPED & QUADRUPLE RIVETED FOR $\frac{1}{2}L$ TO TREBLE AT ENDS.
A, B, & C STRAKES TO MAINTAIN THE MIDSHIP THICKNESS FORWARD TO COLLISION BHD

TEIKOKU STEAM SHIP CO. LTD.
KOBÉ
REG. NO. [Red Seal]
DATE FEB -6 1919
JAPAN
SHIP BUILDING DEPT.

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Refer to L.S.S. Co's letter of
6th. Feb. 1919.



S.S. No 11

* Karuma Dockyard

"Yone Maru"

(Midship Section
of "Tamahoka Maru")

Kob. 2418.



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53.66
13.4



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