

No. 92.

S.S. KOYU MARU.

MIDSHIP SECTION.

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

POOP 38'-0", BRIDGE 121'-0", FORECASTLE 40'-0".

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
	84.5 TRANSVERSE NO.
	X 400
	338000 LONGITUDINAL NO.
PROPORTIONS.	
L/D	13.3
L/B	10.6
LLOYD'S CLASS	T. 100A.1

STEM 101' x 22" FORGED STEEL.
STERN FRAME PROPELLER POST 101' x 22" RUDDER POST 5' x 7 1/2".
CAST STEEL AS PER PLAN.
RUDDER SINGLE PLATE TYPE AS PER PLAN.
FRAMING
SPACING 33' APART FROM AFT PEAK BHR TO 3/4 L. IN FORWARD.
27' 3/4 L. FORWARD TO COLLISION BHR.
24' IN PEAKS.
FRAME IN PEAKS 8' x 3 1/2" x 5/8" B.A.
IN WAY OF TUNNEL RECESS 10' x 3 1/2" x 5/8" B.A.
INTERMEDIATE FRAME 7' x 3 1/2" x 3/4" B.A.
AT 27' SPACING 8' x 3 1/2" x 5/8" B.A.
" " 33' REVERSE FRAME 3 1/2" x 3 1/2" x 5/8" B.A.
" " 33' 10' x 2 1/2" L.B. CHANNEL.
INTERMEDIATE FRAME 9' x 3 1/2" x 5/8" B.A.
EXTENSION OF MAIN FRAMES.
IN WAY OF F.S. TO F.S. & 2ND DECKS ALTERNATELY.
BRIDGE TO UPP. & 2ND DECKS ALTERNATELY & EVERY 4' TO BRIDGE DECK.
IN AFT PEAK ALL TO UPP. DECK.
OTHERWISE TO UPP. & 2ND DECKS ALTERNATELY.
WEBFRAME TO BE FITTED IN MACHINERY SPACE & FORE. HOLD AS PER PROFILE.

W.T. BULKHEADS
6 IN NUMBER ALL EXTENDING TO UPPER DECK.
VERTICAL STIFFENER TO BE SPACED 30' APART THROUGHOUT EXCEPT COLLISION BHR. AFT PEAK BHR WHERE 24' APART.
ALL HOLD STIFFENERS TO BE BRACKETED AT HEELS & HEADS.
W.T. BHR IN HOLD AS FOLLOWS.

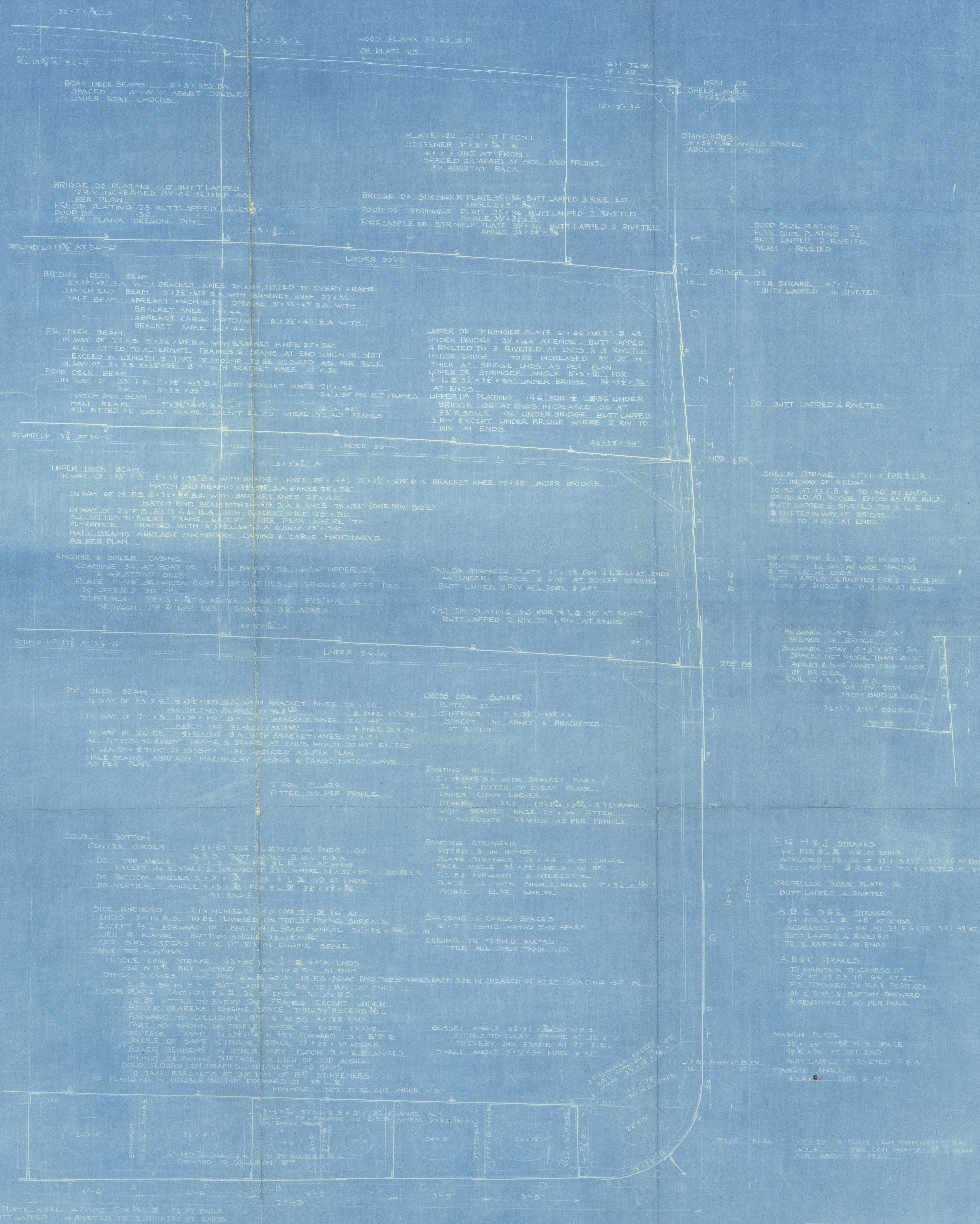
FRAME THICK OF PLATE	CONNECTING ANGLE	VERTICAL STIFFENERS
AT TOP	TO TANKTOP	SIZE
NO. BOTTOM	TO DECK	SPACING
8 (APPROX.)	4' x 4' x 3/8"	5' x 5' x 3/8" 10' x 3 1/2" x 5/8" 24'
36	4' x 4' x 3/8"	5' x 5' x 3/8" 10' x 3 1/2" x 5/8" 30'
57	4' x 4' x 3/8"	5' x 5' x 3/8" 10' x 3 1/2" x 5/8" 30'
80	4' x 4' x 3/8"	5' x 5' x 3/8" 10' x 3 1/2" x 5/8" 30'
114	4' x 4' x 3/8"	5' x 5' x 3/8" 10' x 3 1/2" x 5/8" 30'
144 (BHR)	4' x 4' x 3/8"	5' x 5' x 3/8" 10' x 3 1/2" x 5/8" 24'

COLLISION BHR (F.N. 144) ADDITIONALLY STIFFENING AS PER PROFILE (8' x 3 1/2" x 5/8" B.A.)
AFT PEAK TWEEN DECK BHR 32' x 26' WITH STIFFENER 4' x 3 1/2" x 5/8" ANGLE.
OR 5' FLANGED, SPACED 30' APART EXCEPT AFT PEAK BHR & C.BHR WHERE 24' APART & OF 6' x 3 1/2" x 5/8" ANGLE BRACKETED.
UPPER TWEEN DECK BHR 26' WITH STIFFER 6' x 3 1/2" x 5/8" SPACED 24' APART.
BRIDGE FRONT BHR PLATE 40" COAMING 44" WITH STIFFENERS 24' x 19 1/2" B.A. SPACED 30' APART & BRACKETED AT HEADS & HEELS.
POOP FRONT BHR PLATE 40" COAMING 44" WITH STIFFENERS 7' x 19 1/2" B.A. SPACED 30' APART & BRACKETED AT HEADS & HEELS.
SHAFT TUNNEL PLATE 42' x 36' 42" x 40" UNDER HATCHWAYS STIFFENERS 6' x 3 1/2" x 5/8" B.A. SPACED 30' APART.

TRANSOM PLATE 48' x 45"
FLOOR PLATE IN PEAKS 40"
EQUIPMENT
B.P. & L. 33,800
POOP BRIDGE & F. 1,155
ERECTOR 137

EQUIPMENT NO.	35202
2 - BOWER ANCHORS	63 1/2 CWT.
1 - ANCHOR	5 1/2 CWT.
1 - STREAM	17 1/2 CWT.
1 - KEDGE	7 1/2 CWT.

270 FMS. 2 1/2" STLD. CABLE.
40' 4 3/4" STREAM WIRE.
120' 5" TOW LINE STEEL WIRE.
2 HAWSEERS 20 FMS. 2 1/2" STEEL WIRE.
2 WARDS DO. 7' MANILA.



KOBÉ WORKS MITSUBISHI ZOSSEN KAISHA, LTD. SHIP DRAWING OFFICE.	
TO	
TRACED BY	
CHECKED BY	
SHIP D. OFFICE NO. 18371	
DATE APR 11 1921	

"KOYU MARU"

MIDSHIP. SECTION.

(Mitsubishi Zosen Kaisha Ltd
No. 92.)

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Foundation

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