PRINCIPAL DIMENSIONS		
LENGTH	(L)	435'-0"
BREADTH MOULDED	(B)	58'-6"
DEPTH		32'-10"
LOADED DRAUGHT (MOULD)		7.955M
DEPTH "D" FOR SCANTLING NUMERALS	(D)	32.83'

SCANTLING NUMERALS		
1ST LONGT NUMERALS	(L × D)	14.281
2ND " "	L × (B+D)	39.729
PROPORTION TO UPPER DECK	L/D	13.25
" " BRIDGE DECK		10.72
% OF LENGTH OF SUPERSTRUCTURES TO SHIP'S LENGTH		45.52%

EQUIPMENT Nº		
L × (B+D)	435 × (58.5 + 32.83)	39.729
F'CLE	41.12 × 7.5 × .75	232
BRIDGE	126.5 × 7.75 × .75	735
POOP	30.38 × 7.5 × .75	171
BRIDGE DECK HOUSE	66 × 8.0 × .50	264
BOAT DECK HOUSE	21 × 9.0 × .50	95
SUM.		41.226 OR 3830

EQUIPMENT		
3-BOWER ANCHORS STOCKLESS: COLLECTIVE WT.		10.515 t.
1-STREAM ANCHOR ORDINARY EX. STOCK.		1.04 t.
STUD CHAIN CABLE	550M	60 DIA.
STEEL WIRE FOR STREAM ANCHOR (SPECIAL FLEXIBLE)	1-225M	40 DIA.
TOW LINE STEEL WIRE (SPECIAL FLEXIBLE)	1-240M	40 DIA.
HAWSERS, MANILA	2-185M.	65 DIA.
WARPS "	2-185M.	65 DIA.

FORGING & CASTING		
STEM		10⅞" × 2⅜"
STERN FRAME	RUDDER POST	——
	PROPELLER "	——

KEEL & SHELL PLATING	
KEEL PLATE	51" × 21.5 - 19
BOTTOM PLATE	17.5 - 13
SIDE "	17.5 - 12.5 & 11.5
BOSS "	19
F'CLE SIDE "	10.5
BRIDGE " "	13.5
POOP " "	10
SHEER STRAKE	73" × 24 (RULE 51" × 25) - 12.5 & 11.5
STRAKE BELOW	78" × 20.5 (RULE 51" × 21) - 12.5 & 11.5
SHEER STRAKE DOUBLED WITH 20.5 AT BRIDGE ENDS.	

ENGINE CASING	
COAMING PLATE	7.5 ; 8.5 WHERE EXPOSED
CASING "	6.5 ; 7.5 " "
COAMING ANGLE	75 × 75 × 8 A. ;
STIFFENERS	75 × 65 × 8 A ; 33" SPACED APART

DECK HOUSE	UPPER DECK	BRIDGE DECK	BOAT DECK
HOUSE PLATE	6.5	6.5	5
COAMING ANGLE	90 × 9 F. BAR	130 × 90 × 9 A.	130 × 90 × 9 A.
TOP ANGLE	75 × 75 × 8 A	75 × 75 × 8 A	75 × 75 × 7.5 A.
STIFFENERS	75 × 9 F. BAR	75 × 65 × 8 A.	65 × 65 × 6 A.
" SPACING	33" SPACED APART		

ALL DIVISIONAL STEEL WALL (6.5 LOWER WHERE LIABLE TO CORRODE) SUCH AS IN W.C.& BATH. } 5

BILGE KEEL	
PLATE	10" × 11 WITH 60 × 30 H.R. BAR
CONNECTING ANGLE	125 × 90 × 13 A.
DEPTH OF GIRDER	12"

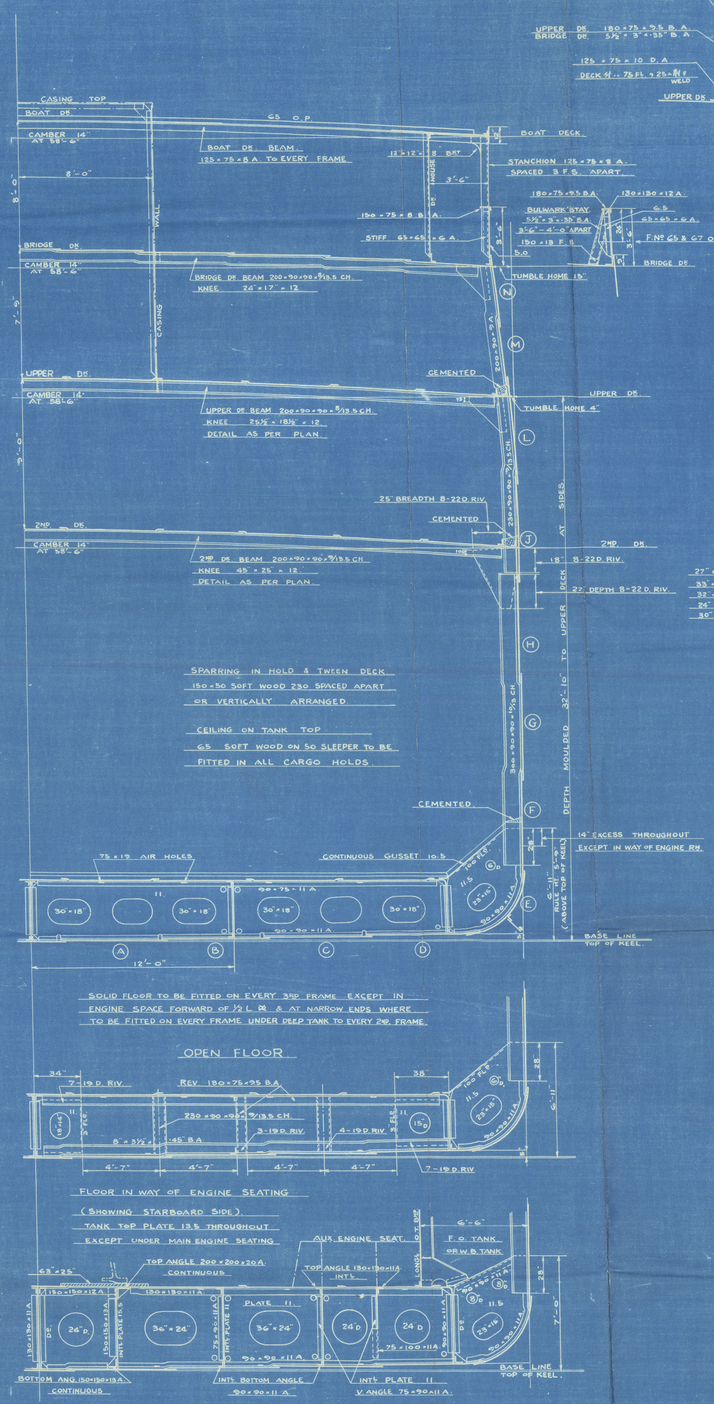
DOUBLE BOTTOM		½L ⊠ - ENDS	ENGINE ROOM	REMARKS
CENTRE GIRDER	PLATES	45" × 13 - 12	60" × 13.5	
	KEEL ANGLES	100 × 100 × 13.5 - 13.0 A	100 × 100 × 13.5 D.A.	
	TOP "	90 × 90 × 12 - 11.0 A	90 × 90 × 12 D.A.	
	VERTL "	90 × 90 × 11 A.	130 × 130 × 11 A.	130 × 130 × 11 A. UNDER THRUST SEATING.
SIDE GIRDER	PLATES	9.5	11 - 12.5	
	TOP ANGLES	90 × 75 × 11 A.	130 × 130 × 11 A.	200 × 200 × 20 A. UNDER THRUST SEATING.
	BOTTOM "	90 × 90 × 11 A.	90 × 90 × 11 A.	
	VERTL "	75 × 75 × 10 A.	90 × 75 × 11 A.	
SOLID FLOORS	PLATES	11	11	
	FRAME	90 × 90 × 11 A.	90 × 90 × 11 A.	130 × 130 × 11 A. FORWARD OF ½L ⊠
	REV. FRAME	90 × 75 × 11 A.	130 × 130 × 11 A.	150 × 150 × 11 A. UNDER THRUST SEATING.
W.T. FLOOR	PLATE	12.5	12.5	
	BOUNDARY ANG.	90 × 90 × 13 A.	90 × 90 × 13 A.	
	STIFFENER	150 × 90 × 12 A	180 × 75 × 9.5 B.A.	SPACED 30" APART.
INNER BOTTOM	M.L. STRAKE	52½" × 13 - 11	13.5	
	OTHER "	11.5 - 11 AT AFT END. 10 AT FORE END	13.5	
	MARGIN PLATE	40" × 14 - 13.5	——	31½" × 14 AT AFT END
	" ANGLE	130 × 130 × 13.5 A.	——	90 × 90 × 13 A. IN WAY OF SIDE DEEP F.O.T.

DETAILS OF SCANTLING UNDER MAIN ENGINE SEATING AS PER SKETCHES.

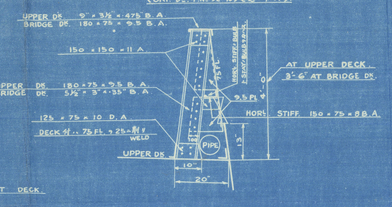
STRENGTHENING OF BOTTOM FORWARD.

FROM FORWARD OF ½L ⊠ TO COLLISION BHD.
PITCH OF RIVET IN FRAME TO BE 5½D. (TWO COMPLETE ROWS ON BOTH FLANGES). FRAME ANGLE 130 × 130 × 11 A. FROM MARGIN PLATE TO MARGIN PLATE & FRAME BACK BAR 100 × 75 × 11 A. TO BE FITTED FROM ⅜L ⊠ TO COLL. BHD. INT'L ADDITIONAL SIDE GIRDER TO BE FITTED NOT MORE THAN 7'-6" APART ½ HT GIRDERS EXTENDING AS FAR FORWARD AS PACTICABLE. FLOOR PLATE OR INT'L SIDE GIRDERS ARE NOT TO BE FLANGED.

SHELL PLATING. TOW STRAKE OF NEXT THE KEEL TO HAVE 25 THICKNESS & ANOTHER ONE STRAKE TO HAVE THICKNESS 19 AT F.S. 33" & 19 AT F.S. 27" MAINTAINED FORWARD TO COLLISION BHD. AND KEEL PLATING TO HAVE 25 THICKNESS IN WAY OF BOTTOM FLAT PARTS.



BULWARK STAY — 鉄
(3'-6 ~ 3'-10" APART)
(BRI. DK. F.Nº 97-107 & 之 = 準 X).



DECKS	BRIDGE DECK	F'CLE DECK	POOP DECK	BOAT DECK
STRINGER PLATE	60" × 14.5	35" × 9	37" × 9	G5
" ANGLES	130 × 130 × 15 A	90 × 90 × 10 A.	90 × 90 × 10 A.	75 × 75 × 9 A.
" INSIDE FRAME	——	——	——	——
G WATER WAY F. BAR	——	——	——	50 × 9 F. BAR
DECK PLATES	11 ABREAST OPENING 10 WITHIN "	9	7.5	TIE PL. G5
WOOD PLANKS	G5 O.P. IN CREW SPACE	——	——	G5 O.P.
CURTAIN PLATE	——	——	——	12" × 9

UPPER DECK	IN WAY OF STRONG DK.		IN WAY OF BRIDGE DK.
STRINGER PLATES	66" × 25 - 59½" × 11 66" × 23 AT BOTH WELLS	(DOUBLED WITH 18.5) AT BRIDGE END	62½" × 10.5 (RULE SIZE 48½" × 10.5)
" ANGLES	200 × 200 × 25 A.	90 × 90 × 11 A.	100 × 100 × 13.5 A & 90 × 90 × 11 A.
" " INSIDE FRAME		90 × 90 × 13 A. AT ENDS	90 × 90 × 13 A. & 75 × 75 × 12 A.
DK PL. ABREAST OPENING	18.5 - 9		9.5
DK PL. WITHIN "	11 - 9		8.5
WOOD PLANK			DK COMPR IN CREW SPACE.

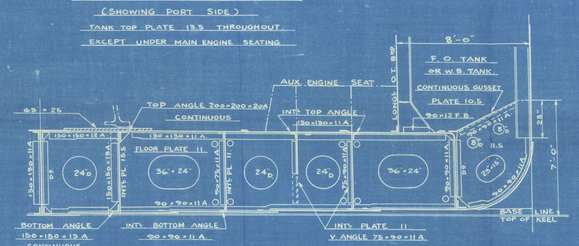
2ND DECK	IN WAY OF UPPER DECK		IN WAY OF BRIDGE DK.
STRINGER PLATES	66" × 10.5 - 36½" × 9	(RULE SIZE 48½" × 10.5)	66" × 9.5 (43½" × 9.5)
" ANGLES	75 × 75 × 11 - 10 A.	INSIDE FRAME	75 × 75 × 10 A. IN SIDE FRAME.
SHELL "	130 × 130 × 11 A. (IN WAY OF OIL TANK) 90 × 90 × 11 - 9 A		130 × 130 × 11 A. (IN WAY OF PEAK TANK) 90 × 90 × 10 - 11 A.
DK PL. ABREAST OPENING	10.5 - 8		8.5 - 10.5
DK PL. WITH "	10.5 - 8		8.5 - 10.5

TANK SIDE BRACKETS		ENGINE ROOM.	15% FROM STEM	CARGO HOLDS	⅜L ⊠ - 15% FROM F.P.
ACTUAL (d)		18'-10"	20'-1"	20'-1"	20'-1"
TANK SIDE BKT.		11.5	11	11.5	11.
GUSSET PLATES		10.5	10.5	10.5	10.5
Nº. OF RIVET	TO FRAME	16 - 22D. RIV.	20 - 22D. RIV.	16 - 22D. RIV.	14 - 22D. RIV.
	TO GUSSET	10 - 22D. RIV.	13 - 22D. RIV.	10 - 22D. RIV.	10 - 22D. RIV.
	TO MARGIN PL.	11 - 22D. RIV.	15 - 22D. RIV.	11 - 22D. RIV.	10 - 22D. RIV.
V. ANGLE ON MARGIN PL.		90 × 90 × 11 A.	130 × 130 × 11 A.	130 × 130 × 11 A.	130 × 130 × 11 A.
" " FLOOR PL.		90 × 90 × 11 A.	130 × 130 × 11 A.	130 × 130 × 11 A.	130 × 130 × 11 A.
GUSSET PLATES		CONTINUOUS	CONTINUOUS	CONTINUOUS	CONTINUOUS
Nº OF RIVET IN WAY OF	TO FRAME	——		——	——
TANK TOP PLATE	TO TANK TOP	——		——	——
HT. OF TANK SIDE BKT. (CORRECTED (d)) FOR SIDE FRAMINGS		84" (RULE 69")	83" (RULE 69")	83" (RULE 69")	83" (RULE 69")
		18'-10"	26'-0"	19'-6"	19'-6"

FRAMES	
FRAME SPACES	
BOTH PEAKS	24"
FORWARD OF ⅜L ⊠	27"
ELSE - WHERE	33" (RULE 29.42")
EXTENSION OF SIDE FRAME AS PER PROFILE	

RIVETING NOTE (EDGE CONNECTION)	½L ⊠	AT ENDS	IN WAY OF BRIDGE
KEEL PLATE	2R	2R	
BOTTOM PLATE	"	2R	
SIDE PLATE	"	"	
SHEER STRAKE	"	"	
STRAKE BELOW	2R	2R	
F'CLE SIDE PL.	——	1R	
BRIDGE DK. SIDE PL.	2R	——	
POOP SIDE PL.	——	1R	
M.L. STRAKE	2R	2R	
OTHER STRAKE	"	"	
MARGIN PL.	"	2R	
UPPER DECK STRINGER PL.	" (ABREAST OPENING)	1R	1R
UPPER DK. PL.	2R	1R	1R
OTHER DK. PLATE	1R	1R	

END CONNECTIONS	½L. ⊠	AT END	IN WAY OF BRIDGE DECK
KEEL PLATES	LAPPED & 4R	LAPPED & 3R	
BOTTOM "	" 4R	" "	
SIDE "	" 3R	" "	
SHEER STRAKE	" 5R	" "	
STRAKE BELOW	" 4R	" "	
BRIDGE SIDE PL.	" 4R	——	
F'CLE & POOP SIDE PL.	——	LAPPED & 1R	
INNER BOTTOM :	——		
M.L. STRAKE	LAPPED & 3R	LAPPED & 2R	
OTHER STRAKE	" 2R	" 2R	
MARGIN PLATES	" 3R	" 3R	
CENTRE GIRDER	" 3R	" 3R	
UP. DK STRINGER PL.	" 5R	" 3R	LAPPED & 2R
" " PLATE	" 4R	" 1R	" 2R
2ND DK STRINGER PL	" 2R	" 2R	" 2R
" " PLATE	" 2R	" 1R	" 2R
BRIDGE DK STRINGER PL	" 3R	——	
" " PLATE	" 2R	——	
POOP & F'CLE DK PL. & STRINGER PLATE	——	LAPPED & 1R	



Nagasaki Report No. 2262.

S. Nº 672
M.S. "KOZUI-MARU"

MIDSHIP SECTION.
SCALE ¼" TO 1 FT.
435'-0" × 58'-6" × 32'-10"
(FINISHED PLAN).

三菱重工業株式會社
長崎造船所
造船設計課所船藏

送り先			
主要寸法	河野	製圖	書圖
出図番号			
出図日時			

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