

SCANTLING NUMERALS			
1ST LONG. NUMERALS		(L x D)	14,281
2ND " "		L x (B + D)	32,720
PROPORTION TO UPPER DECK		$\frac{L}{D}$	13.25
" " BRIDGE DECK		"	10.72
% OF LENGTH OF SUPERSTRUCTURES TO SHIP'S LENGTH			52.47%

EQUIPMENTS				
3 - POWER	ANCHORS, STOCKLESS; COLLECTIVE WT.			20 ^{CWTS} ±
1 - STREAM ANCHOR,	ORDINARY EX. STOCK.			20 ^{LB} ±
STUD CHAIN	CABLE			
STEEL WIRE	FOR STREAM ANCHOR	300 FMS.		2% D ±
TOW LINE	STEEL WIRE (SPEC.)	1 - 120 "		5% CIR. ±
HAWERS,	STEEL WIRE (FILEABLE)	1 - 150 "		5% CIR. ±
HAWERS,	" " (FILEABLE)	2 - 100 "		2 3/4% CIR. ±
HAWERS,	" " (FILEABLE)	2 - 100 "		2 3/4% CIR. ±

KEEL AND SHELL PLATING		
KEEL PLATE	5' x .85" - .75"	(22 DOUBLING PL. FITTED PARTIAL FORWARD TO 12' R)
BOTTOM "	"	.69" ~ .49"
SIDE "	"	.68" ~ .46"
BoSS "	"	.75"
F'GLE SIDE PLATE	"	.42"
BRIDGE "	"	.42"
POOP "	"	.49"
STRAKE		
STRAKE	7' x .90" (RULE 51A.072)	~ .46"
STRAKE BELOW	50" x .80" (RULE 51A.833)	~ .46"
SHEER STRAKE DOUBLED WITH .80" AT BRIDGE ENDS.		

	DECK HOUSES.			
	UPPER DEK.	BRIDGE	PROMENADE DEK.	BOAT DEK.
HOUSE PLATE	7"5"	7"5"	7"5"	7"5"
COMING ALONG	3'x3'40" E.B.	6'x3'40" S.C.A.	6'x3'40" S.C.A.	6'x3'40" S.C.A.
TOP ANGLE	3'x3'40" S.C.A.	6'x3'40" S.C.A.	6'x3'40" S.C.A.	2'4"x2'4" S.C.A.
STIFFENERS	8'x3'40" S.C.A.	2'4"x2'4" S.C.A.	6'x3'40" S.C.A.	2'4"x2'4" S.C.A.
SPACING	ABOUT 35" SPACED ABOARD.			
ALL ORIGINAL STEEL	WALLS 1/2" LOWER WHERE LIABLE TO CORRODE.			
				7"0"

		DOUBLE BOTTOM			
CENTRE		1/4" X ENDG.	ENGINE SECTE	REMARKS.	
	PLATES	48"x58" = AB	60"x84"		
	KEEL ANGLES	4 1/4"x59" = EB/A	4 1/4"x59" D.A.		
GIRDERS	TOP "	3 1/2"x3 1/2" = 53/A	3 1/2"x3 1/2" = 53/B		
	VERTL "	3 1/2"x3 1/2" = A	5 1/2"x43" A	5 1/2"x43" A UNDER THRUST SEATING	
SIDE	PLATES	48"	48"		
	TOP ANGLES	3 1/2"x3 1/2" = 43/A	5 1/2" x 43" = 5A	5 1/2"x43" A UNDER THRUST SEATING	
GIRDERS	BOTTOM "	D9	3 1/2"x3 1/2" = 43/B	D 9 FORWARD OF 12 L R BALL JOINT SHIPS	
	VERTL "	3 1/2" x 39" = A	3 1/2" x 39" A		
SOLID FLOORS	PLATES	48"	48"		
	FRAMES	3 1/2"x3 1/2" x 43/A	3 1/2"x3 1/2" x 43/A	3 1/2"x3 1/2" x 43" = 43/A L R 5 1/2"x43" A FORWARD OF 33 L R BALL JOINT SHIPS	
	REV FRAMES	D9	5 1/2"x43" A	THRUST SEATING	
W. T.	PLATES	48"	48"		
FLOORS	BOUNDARY A	3 1/2"x3 1/2" = 43/A	3 1/2"x3 1/2" x 43/A		
	STIFFENERS	2 1/2"x42" A	18"x78" x 50" A	SPACED 30" APART	
INNER	16 L STRAKE	48" = 48"	48" = 48"		
	OTHER	48" = 48" FROM END	48" = 48"		
BOTTOM	MARGIN PL	40" = 40" = END	48" = 48"		
	SHILL ANG	3 1/2"x3 1/2" x 54" A	48" = 48"	3 1/2"x3 1/2" AT AFT END IN WAY OF 20"	
DETAILS OF SCANTLING UNDER MAIN		ENGINE SEATING		AS PER SWITCH	

UPPER DECK			
STRINGER PLATES	IN WAY OF DECK STRINGER DECK COUSING WITH 6"x100"x2-3/4" 7"x4" BARGE END	INSIDE PL.	IN WAY OF BARGE DECK (6"x100"x2-3/4"x4")
STRINGER ANGLES	7"x7"x100"x4"	3/16"x3/8"x4" AT ENDS	3/16"x3/8"x4" INSIDE PL.
SHELL ANGLES	3/16"x3/8"x4" AT ENDS		3/16"x3/8"x4"x4"
DE PL. ABBAST OPENING	7'-8" 7'-2" x 3'-6"		7'-7"
DE PL. WITH OPENING	4'-4" x 3'-6"		3'-4"
WOOD PLANK			

		TANK SIDE		BRACKETS		CARGO HOLDS		3 1/2" HULL FRAMES	
ACTUAL (d)		18'-10"		26'-1"		26'-1"		26'-1"	
TANK SIDE BRT		.49"		.47"		.40"		.40"	
GUSSET PLATES		.41"		.41"		.41"		.41"	
N2 OF RIV.	TO FRAME	16-7/8" D.RIV.		20-7/8" D.RIV.		16-7/8" D.RIV.		14-7/8" D.RIV.	
	TO GUSSET	10-7/8" D.RIV.		13-7/8" D.RIV.		10-7/8" D.RIV.		10-3/8" D.RIV.	
	TO MARGIN PL.	11-7/8" D.RIV.		15-7/8" D.RIV.		11-7/8" D.RIV.		10-3/8" D.RIV.	
VANGLE ON MARGIN PL.		3 3/8" X 3/4" X 4 3/4"		5 1/8" X 4 3/4" X 4 3/4"		5 1/8" X 4 3/4" X 4 3/4"		5 1/8" X 4 3/4" X 4 3/4"	
- FLOOR PL.		3 3/8" X 3/4" X 4 3/4"		5 1/8" X 4 3/4" X 4 3/4"		5 1/8" X 4 3/4" X 4 3/4"		5 1/8" X 4 3/4" X 4 3/4"	
GUSSET		CONTINUOUS		CONTINUOUS		CONTINUOUS		CONTINUOUS	
Ht. OF TANK SIDE BRT CORRECTED (A) FOR SIDE FRANCHING		84" (RUE 62)		83" (RUE 62)		83" (RUE 62)		83" (RUE 62)	
		18'-10"		26'-0"		19'-6"		19'-6"	

FRAMES IN/AT PEAK TANK
FRAME 8"x3 1/2"x45 BA EXTENDS TO UPPER DK
FRAME IN POOP 200x75x10 BA. AT UPPER FRAME & BRACKETED TO DECK
INTERMEDIATE ANGLE FRAME 180x90X10 A HELL FREE
FRAME IN WAY OF TUNNEL RECESS
FRAME IN TUNNEL 8"x3 1/2"x47 BA EXTENDS TO TUNNEL RECESS TOP
FRAME IN CARGO HOLD 8"x3 1/2"x47 BA EXTENDS TO UPPER DS
HELL BWP TO TUNNEL RECESS TOP INTERMEDIATE FRAME
ANGLE IN POOP 6"x3 1/2"x42 A HELL BWP TO UP DK
FRAMES IN AFT CARGO HOLDS
FRAME 300x300x9 1/2 SCH EXTENDS TO 2ND DK, TWEEN DK FRAME
720x300x9 1/2 SCH EXTENDS TO UP DK HELL CONNECTED BELOW FRAME
NEXT HOLD FRAME 300x300x9 1/2 SCH EXTENDS TO UPPER DS, WEB CUT DOWN
TO FORM 200x300X10A. BETWEEN UP - 2ND DS
FRAMES IN DEEP TANK AND ENGINE ROOM
FRAME 300x300x9 1/2 SCH EXTENDS TO 2ND DS, TWEEN DK
FRAME 8"x3 1/2"x45 BA EXTENDS TO UPPER DK OR BRIDGE DK WHERE
FITTED HELL BRACKETED TO DS WEB CUT DOWN TO FORM
7"x3 1/2"x45 A BETWEEN UP - BRIDGE DK

END CONNECTIONS			
	1/2 L. M	AT END	IN WAY OF BRIDGE BECK.
KEEL PLATES.	LAPPED & 4R	LAPPED & 3R	
BOTTOM PLATES.	" "	" "	
SIDE PLATES	" 3R	" "	
SHEER STRAKES	" 5R	" "	
BELOW STRAKES	" 4R	" "	
BRIDGE SIDE PLATES	" 4R		
EGLE & POOP SIDE "	"	LAPPED & 1R	
INNER BOTTOM:—			
M.L. STRAKE	LAPPED & 3R	LAPPED & 2R	
OTHER STRAKES	" 2R	" 1R	
MARGIN PLATES	" 3R	" 3K	
CENTRE GIRDER	" 3R	" 3R	
UPPER DK STRINGER PL	" 5R	" 3R	LAPPED & 2R
" " PLATES	" 4R	" 1R	" 2R
2ND DS STRINGER PL	" 2R	" 2R	" 2R
" " PLATES.	" "	" 1R	" 2R
BRIDGE DK STRINGER PL	" 3R	"	
" PLATES	" 2R	"	
POOP & WIG. DECK & L			
STRINGER PLATES.		LAPPED & 1R	

Technical drawing of a tank top plate. The drawing shows a rectangular plate with a central circular opening labeled "24\"/>

TANK TOP PLATE .52" THRUHOLE
EXCEPT UNDER MAIN ENGINE SEAT

63" x 100"

TOP ANGLE 8" x 1" CONTINUOUS

5" x 8" x .53" A

FLOOR PLATE .43"

36" x 24"

24" D.

WIRE PL. .600"

3 1/2" x 3 1/2" x .53" A

BOTTOM ANGLE 6" x 6" x .50" A

INTL. BOTTOM 3 1/2" x 3 1/2" x .53" A

Nagasaki Report No.1955.

M.V. "N I C H I Y O M A R U".

Nagasaki Report No.1955.

S.Nº 551

M.S. "NICHIIYO-MARU"

MIDSHIP SECTION

(FINISHED PLAN)

SCALE ¼" TO 1 FT.

435'-0" x 58'-6" x 32'-10"



Shibara
1934



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