

MIDSHIP SECTION.

SCALE $\frac{1}{2}$ " = ONE FOOT.

DIMENSIONS:- 420'-0" B.P. x 56'-2" M^{LO} x 36'-4½" M^{LO} TO UPPER DECK.

CLASS 100 A.1." WITH FREEBOARD CORRESPONDING TO A DRAFT OF ~~26' 10" MIN~~
not exceeding that contemplated by the Rules
for a Complete Superstructure Vessel.

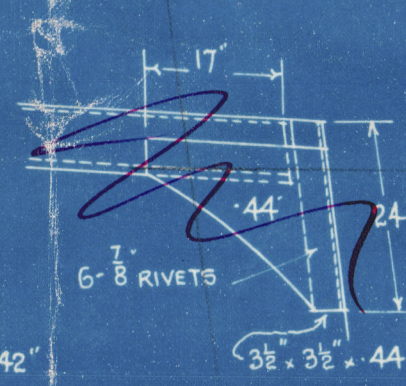
EQUIPMENT NUMBER

2ND NUMBER ----- 38808
FORECASTLE 38'75" x 7'5" x .75 ----- ~~218~~ 230
CASING 72'3" x 7'5" x .5 ----- 271.2
MIDSHIP HOUSE 25'6" x 7'5" x .5 ----- 96.3

2 BOWER ANCHORS	68 CWTs.	EACH STOCKLESS.	} COLLECTIVE WEIGHT
1 " ANCHOR	50 1/2 "	STOCKLESS.	
1 STREAM "	19 "	EX STOCK.	
			194 1/2 CWTs

270 FATHOMS 2 5/8" STUD CHAIN CABLE
90 " 5" STEEL WIRE STREAM HAWSER
2AT 90 " 5 1/4" " TOWLINE (OWNERS REQUIREMENT)
2AT 90 " 2 3/4" " HAWSERS
2AT 90 " 2 1/2" " WARPS
1 KEDGE ANCHOR 8 CWT EX STOCK (OWNERS REQUIREMENT.)

KNEES ON INTERMEDIATE BEAMS



LENGTH ON LOAD LINE ----- 419' 4 1/2"
BREADTH MOULDED ----- 56' 16"
DEPTH TO UPPER DECK ----- 36' 3 7/8"
" " 2ND " ----- 28' 3 7/8"
1ST NUMBER L x D. ----- 15253
2ND " L x (8+D) ----- 38808
L ÷ DEPTH TO UPPER DECK ----- 11.5
d = FRAMING DEPTH (R) ----- 24' 6 1/2"
d = OWING TO DEEPER T.O.B. ----- 24' 0"
AND BEAM KNEES }

FORECASTLE SIDE PLATING - 42"

FORECASTLE STRINGER ANGLE $3\frac{1}{2} \times 3\frac{1}{2} \times .36$
" DECK PLATING .28" (SHEATHED)

M. STRAKE IN (~~RULE 51~~, 84)
PROPOSED 56" x 82" TO 46" AT ENDS
BUTTS QUADRUPLE RIVETED FOR
VOWEN. TO TREBLE AT ENDS

L. STRAKE OUT (RULE ~~51~~⁷⁰)
PROPOSED 72' x .68' to .46' AT ENDS
BUTTS QUADRUPLE RIVETED FOR
1/2 LEN. TO TREBLE AT ENDS

"K" STRAKE IN 75" ⁴⁶
 62" FOR 1/2 LEN. TO ~~43~~ AT ENDS
 BUTTS TREBLE RIVETED THROUGHOUT

J. "STRAKE OUT 75" ⁴⁶
 • 62' FOR 1/2 LEN. TO • 43' AT ENDS
 BUTTS TREBLE RIVETED THROUGHOUT

SIDE PLATING FORM^D OF $\frac{3}{5}$ LEN
~~62" TO 46"~~
•04 above III thickness for $\frac{1}{2}L$

H. STRAKE IN 75" **46**
 .62 FOR $\frac{1}{2}$ LEN. TO **45**" AT ENDS
 BUTTS TREBLE RIVETED THROUGHOUT

G. STRAKE OUT 72" ⁴⁴⁶
62" FOR $\frac{1}{2}$ LEN. TO ~~43~~ AT ENDS
BUTTS TREBLE RIVETED THROUGHOUT

F. STRAKE IN 72" 50
 50 FOR 1/2 LEN. TO 47" AT ENDS
 BUTTS ~~TRIPLE RIVETED~~ ~~THROUGHOUT~~
 Quad - to 38

$\pm .04$ above Δ thickness for $\frac{1}{2}L$

KEEL OUT 52" ⁸⁵ x ⁸² FOR
TO ⁷⁴ AT ENDS
BUTTS QUADRUPLE RIVETED

B. STRAKE IN 72"
~~63"~~ FOR $\frac{1}{2}$ L. TO 4
 64

G. STRAKE OUT 72
• 53 FOR $\frac{1}{2}$ L. TO • 47
166 15

D. STRAKE IN 72"
~~63" FOR 1/2 L. TO 47~~

E STRAKE OUT 72"
63° FOR 1/2 L TO 47

B.C.D AND E STRAKES TO HAVE QUADRUPLE RIVETED BUTTS FOR 2 LEN. TREBLE AT ENDS
B.C AND D STRAKES TO MAINTAIN MIDSHIP THICKNESS TO COLLISION BULKHEAD
BOTTOM STRENGTHENED FORWARD AS PER RULE (PLAN TO BE SUBMITTED)

L. AND T. STRAKES

CHAMBERLAIN SHIPPING COMPANY (1862) LTD.
Date: 1/12/27
No. 218
HOWDON

1
Midship Section

S.S. No 405 - G and 413.

Northumberland S.N.C. (1927) Ltd.

KYOHU MARU

S.S. "^{EX}Geddington Court"
NEWCASTLE ON TYNE.

Report No. 83275.

S.S. "DALLINGTON COURT" ^{NIN} — IRENE

NEWCASTLE ON TYNE.

Report No. 84825.

D/S
620



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