

LOYD'S CLASS 100A1

N.B. :- SCANTLINGS GIVEN WITHOUT UNIT TO BE IN M/M.
SECTIONS IN 1/4" DENOTE "JAPANESE STANDARD" AND
THOSE IN INCHES DENOTE "YAWATA SEITETSU STANDARD".

PRINCIPAL DIMENSIONS			
LENGTH P.P.	L	130.0	
BREADTH MOULDED	B	19.0	
DEPTH	D	10.5	
TO BRIDGE DECK	D'	12.95	
DRAUGHT (ABOVE BASE LINE)		8.945	

SCANTLING NUMERALS			
1ST LONGITUDINAL MEMBER	L.D.	1.028	
2ND	L.(B-D)	4.012	
PROPORTION TO UPPER DECK	U/D	12.55	
BRIDGE DECK	B/D	10.50	
% OF LENGTH OF SUPERSTRUCTURE TO L		32.84	

EQUIPMENT NUMBER			
L.(B-D)		4.012	
FILE		12.55	
BRIDGE DECK		12.55	
HOUSE		12.55	
UPPER BRIDGE DECK HOUSE		12.55	
BRIDGE DECK		12.55	
CASING TOP		12.55	
SUM		42.18	
LETTER		OR 42.18	

EQUIPMENTS			
3-SPOKE ANCHORS	STEELLESS	COLLECTIVE WT 232 CWT	
1-STEEL ANCHOR	ORDINARY	E.K. 3000	
STUD CHAIN CABLE		200 FMS	
STEEL WIRE FOR STEAM MOWER (SPECIAL FLEXIBLE)		120 CWT	
TWO LIGHT STEEL WIRE (SPECIAL FLEXIBLE)		120 CWT	
HAIRER		3-1000 FMS	
WARP		3-1000 FMS	
8 RULE WT 210 CWT			
8 RULE SIZE 3 CIG. (FLEXIBLE)			

FORGING AND CASTING			
STEM	FORGED STEEL WITH FASHION PLATE		
AS PER PLAN	(RULE SIZE 200 X 65)		
STERN FRAME	STERN POST (RULE SIZE 275 X 225)		
RUDDER	(RULE SIZE 235 X 225)		
DETAILS AS PER PLAN			

KEEL AND SHELL PLATING			
KEEL PLATE	135 X 255	75 OR 100	
BOTTOM PLATE	18 X 18		
SIDE	18 X 18		
BOS	20		
POLE SIDE	11		
BRIDGE	16		
POOP	10		
SHEER STRAKE	210 X 255		
STRAKE BELOW SHEER STRAKE	210 X 175		

ENGINE CASING			
CASING PLATE	75 (B.S. WHERE EXPOSED)		
CASING ANGLE	63 (75)		
STIFFENERS	75 X 75 X 8		
SPACING	ABOUT 800		

DECK HOUSES			
UPPER DECK	BRIDGE DECK	UPPER DECK	
HOUSE PLATE	3		
HOUSE PLATE	6		
CASING ANGLE	75 X 75 X 8		
TOP ANGLE	75 X 75 X 8		
STIFFENERS	75 X 75 X 8		
SPACING OF STIFF	ABOUT 800		

BILGE KEEL			
LENGTH	ABOUT 334		
PLATE	75 X 115 WITH 40 X 10 DOUBLE COFF		
CONNECTING BAR	180 X 130 X 12		
DEPTH OF KEEL	330		

DOUBLE BOTTOM			
CENTRE GIRDER	PLATE	110 X 145 X 11.5	
KEEL ANGLE	180 X 180 X 12		
TOP	200 X 200 X 12		
VERT.	200 X 200 X 12		
SIDE GIRDER	PLATE	105 X 115	
BOTTOM ANGLE	200 X 200 X 12		
TOP	200 X 200 X 12		
VERT.	200 X 200 X 12		
SOLID FLOOR	PLATE	110 X 105	
FRAME	200 X 200 X 12		
REV. FRAME	200 X 200 X 12		
W/F	PLATE	110 X 105	
W/F	BOUNDARY A	80 X 105 X 12	
BOUNDARY B	80 X 105 X 12		
BOUNDARY C	80 X 105 X 12		
BOUNDARY D	80 X 105 X 12		
BOUNDARY E	80 X 105 X 12		
BOUNDARY F	80 X 105 X 12		
BOUNDARY G	80 X 105 X 12		
BOUNDARY H	80 X 105 X 12		
BOUNDARY I	80 X 105 X 12		
BOUNDARY J	80 X 105 X 12		
BOUNDARY K	80 X 105 X 12		
BOUNDARY L	80 X 105 X 12		
BOUNDARY M	80 X 105 X 12		
BOUNDARY N	80 X 105 X 12		
BOUNDARY O	80 X 105 X 12		
BOUNDARY P	80 X 105 X 12		
BOUNDARY Q	80 X 105 X 12		
BOUNDARY R	80 X 105 X 12		
BOUNDARY S	80 X 105 X 12		
BOUNDARY T	80 X 105 X 12		
BOUNDARY U	80 X 105 X 12		
BOUNDARY V	80 X 105 X 12		
BOUNDARY W	80 X 105 X 12		
BOUNDARY X	80 X 105 X 12		
BOUNDARY Y	80 X 105 X 12		
BOUNDARY Z	80 X 105 X 12		

DETAILS OF ENGINE SEATING AND OPEN FLOOR			
FROM FORWARD OF 1/4" M. TO COLLISION B.M.P.			
RITCH SE RIVET IN FRAMES TO BE 5/8" C. (E.C. ARMS			
OF DOUBLE ANGLE FRAMES) FROM MARGIN PLATE TO			
MARGIN PLATE INTERCOSTAL SIDE GIRDERS TO BE FITTED			
NOT MORE THAN 2.180" APART A HALF HEIGHT GIRDERS			
TO BE EXTENDED AS FAR FORWARD AS PRACTICABLE			
SHELL PLATING:- THREE STRAKES NEXT TO THE KEEL TO			
BE 19.574" IN THICKNESS. (10% IN EXCESS OF			
MIDSHIP THICKNESS) ESPECIALLY 25% IN THICKNESS			
IN WAY OF BOTTOM PLAT PART.			

STRENGTHENING OF BOTTOM FORWARD			
FROM FORWARD OF 1/4" M. TO COLLISION B.M.P.			
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TANK SIDE BRACKET AND GUSSET ATTACHMENT			
ENGINE ROOM CARGO HOLD	150 X 150 X 12		
TANK SIDE BR.	150 X 150 X 12		
GUSSET PLATE	150 X 150 X 12		
NY OF 15 FRAMES	150 X 150 X 12		
TO GUSSET	150 X 150 X 12		
HEIGHT OF TANK	150 X 150 X 12		
ON MAR. PL.	150 X 150 X 12		
PL. PL.	150 X 150 X 12		
BE NOT LESS THAN 25% ABOVE TANK TOP			
IN WAY OF NO. 1 & 2 CARGO HOLDS WHERE TANK TOP ARE			
THE CONSTRUCTION TO BE AS PER PLAN			

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IN WAY OF BOTTOM PLAT PART.			

DECKS			
STRONGER PLATE	200 X 200 X 12		
STRONGER ANGLE	200 X 200 X 12		
INSIDE	75 X 75 X 8		
DECK PLATE	10 X 10		
WIDTH LINE OF OPENING	8.5		

UNDER WINDLASS			
TO BE SUITABLY STRENGTHENED			
2ND DECK			
STRONGER PLATE	200 X 200 X 12		
STRONGER ANGLE	200 X 200 X 12		
INSIDE	75 X 75 X 8		
DECK PLATE	10 X 10		
WIDTH LINE OF OPENING	8.5		

N.B. :- STRINGER PLATES TO BE FLANGED AS PER PLAN IN VIEW OF			
ANGLES WHERE PRACTICABLE			
DECK PLATES IN WAY OF ON-TANK TO BE 10.5% IN			
THICKNESS			
UPPER DECK			
STRONGER PLATE	200 X 200 X 12		
STRONGER ANGLE	200 X 200 X 12		
INSIDE	75 X 75 X 8		
DECK PLATE	10 X 10		
WIDTH LINE OF OPENING	8.5		

BRIDGE DECK			
STRONGER PLATE	200 X 200 X 12		
STRONGER ANGLE	200 X 200 X 12		
INSIDE	75 X 75 X 8		
DECK PLATE	10 X 10		
WIDTH LINE OF OPENING	8.5		

FRAMING DEPTH (L)			
IN WAY OF CARGO HOLD	6.470		
ENGINE SPACE	5.770		
DEEP FRAME	7.500		

SCANTLINGS			
AT PEAK TANK			
TO BE EXTENDED TO POOP DECK WEB CUT			
DOWN TO FROM 150 X 38 X 475 A ON ALTERNATE FRAME			
IN POOP TWEEN DECK TO BE CUT AT W.T. PLAT &			
BRACKETED			

N#6 HOLD			
TO BE EXTENDED TO POOP DECK WEB CUT			
DOWN TO FROM 150 X 38 X 475 A ON ALTERNATE FRAME			
IN POOP TWEEN DECK TO BE CUT AT W.T. PLAT &			
BRACKETED			

N#4 HOLD (CARGO OIL TANK) & FUEL OIL TANK			
TO BE EXTENDED TO POOP DECK WEB CUT			
DOWN TO FROM 150 X 38 X 475 A ON ALTERNATE FRAME			
IN POOP TWEEN DECK TO BE CUT AT W.T. PLAT &			
BRACKETED			

N#1 HOLD			
TO BE EXTENDED TO POOP DECK WEB CUT			
DOWN TO FROM 150 X 38 X 475 A ON ALTERNATE FRAME			
IN POOP TWEEN DECK TO BE CUT AT W.T. PLAT &			
BRACKETED			

N#2 HOLD			
TO BE EXTENDED TO POOP DECK WEB CUT			
DOWN TO FROM 150 X 38 X 475 A ON ALTERNATE FRAME			
IN POOP TWEEN DECK TO BE CUT AT W.T. PLAT &			
BRACKETED			

N#3 HOLD			
TO BE EXTENDED TO POOP DECK WEB CUT			
DOWN TO FROM 150 X 38 X 475 A ON ALTERNATE FRAME			
IN POOP TWEEN DECK TO BE CUT AT W.T. PLAT &			
BRACKETED			

N#4 HOLD			
TO BE EXTENDED TO POOP DECK WEB CUT			
DOWN TO FROM 150 X 38 X 475 A ON ALTERNATE FRAME			
IN POOP TWEEN DECK TO BE CUT AT W.T. PLAT &			
BRACKETED			

N#5 HOLD			
TO BE EXTENDED TO POOP DECK WEB CUT			
DOWN TO FROM 150 X 38 X 475 A ON ALTERNATE FRAME			
IN POOP TWEEN DECK TO BE CUT AT W.T. PLAT &			
BRACKETED			

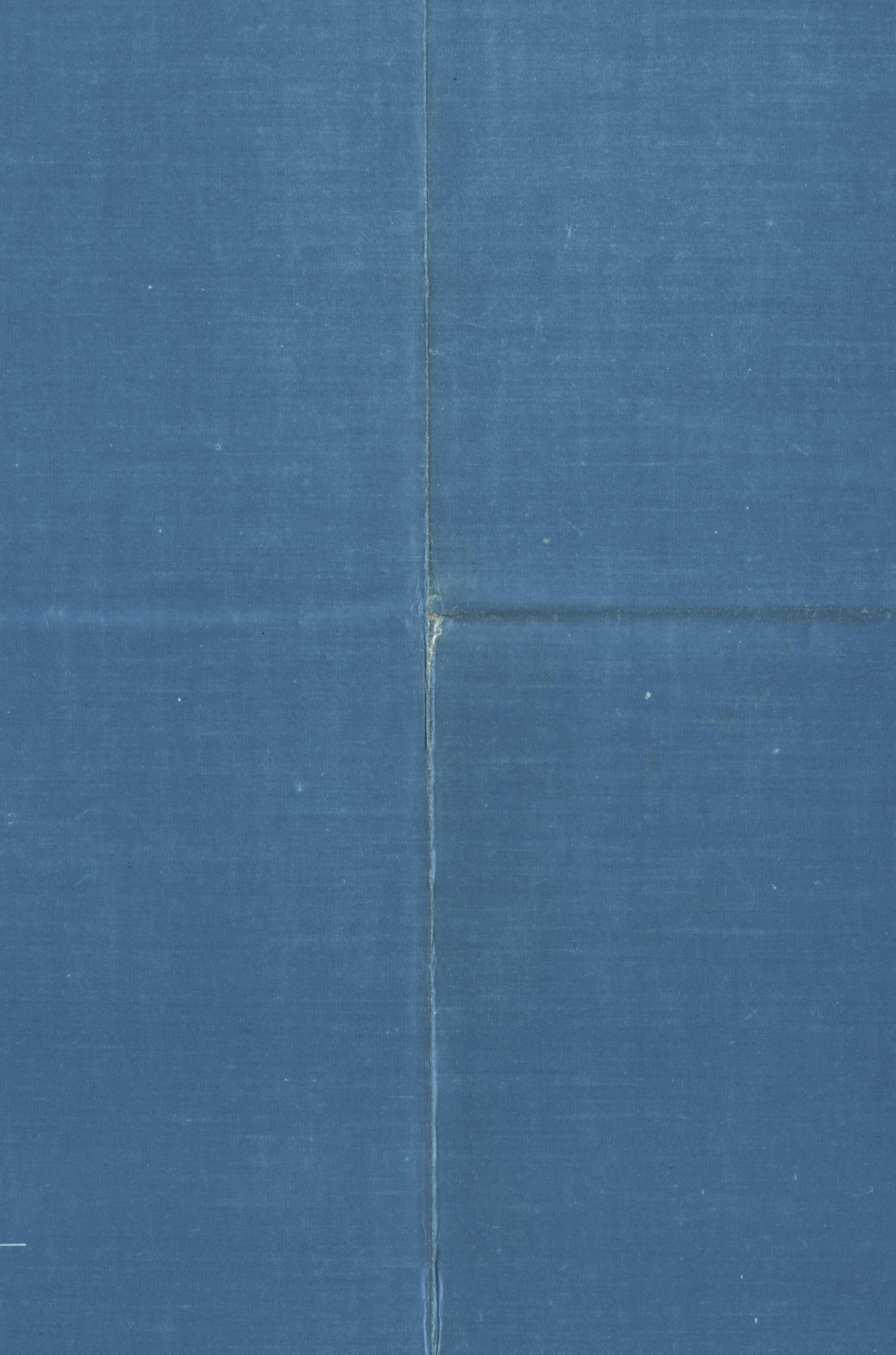
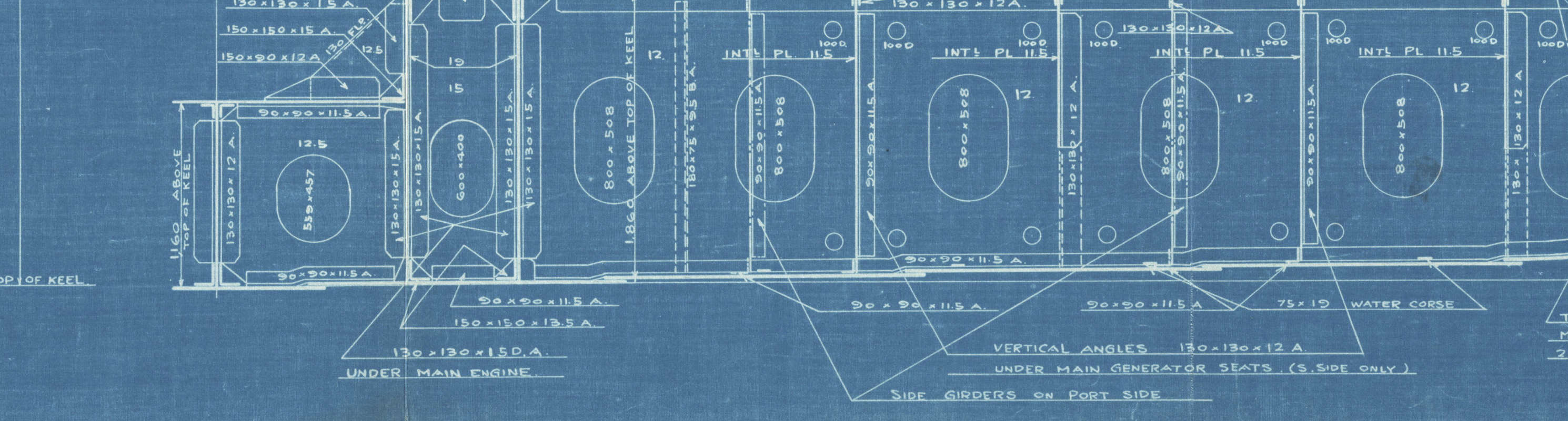
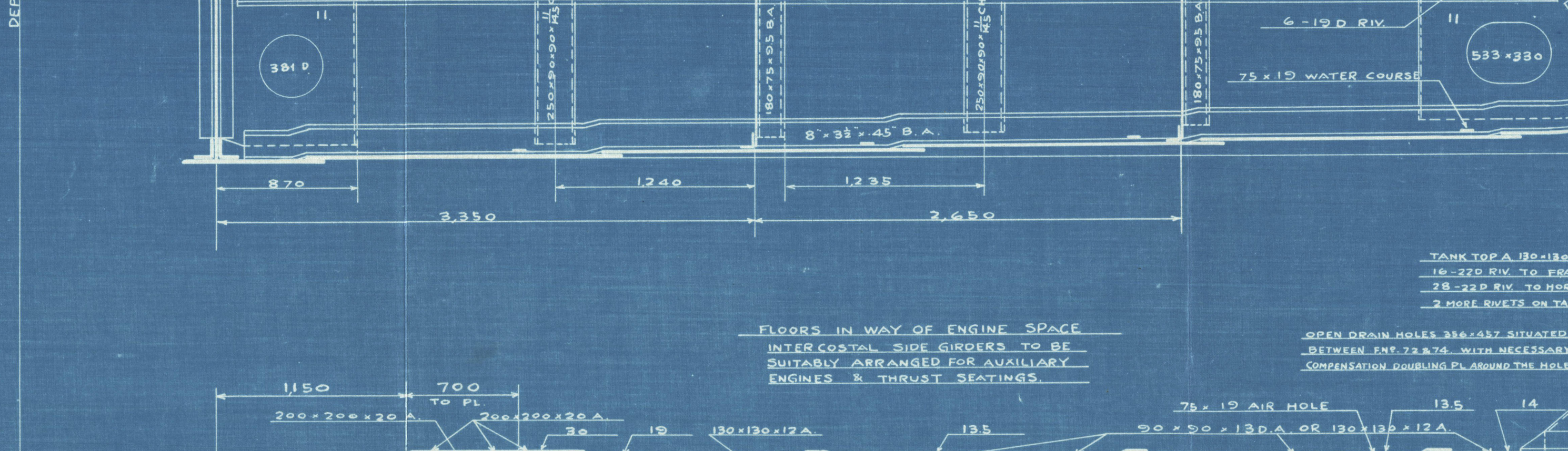
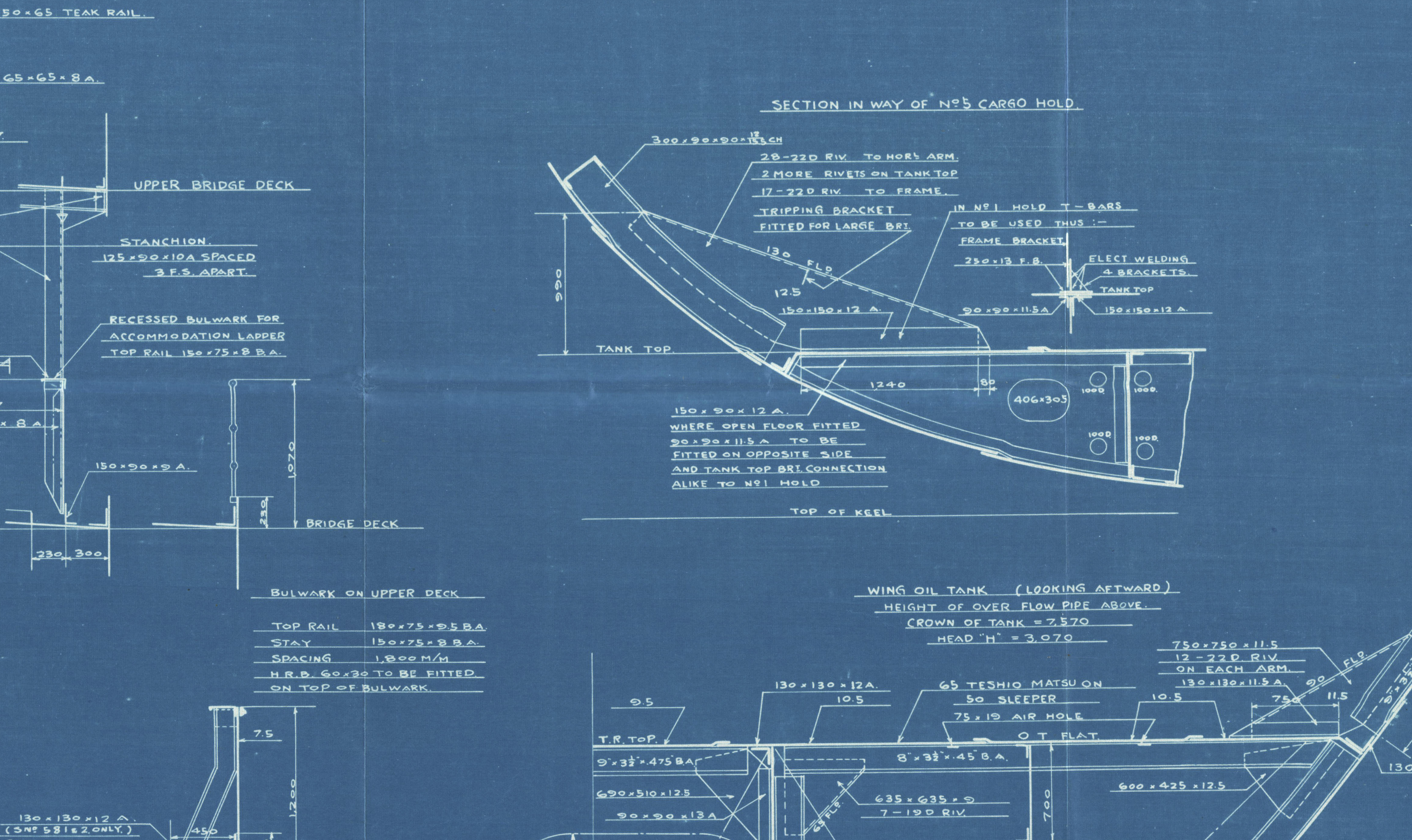
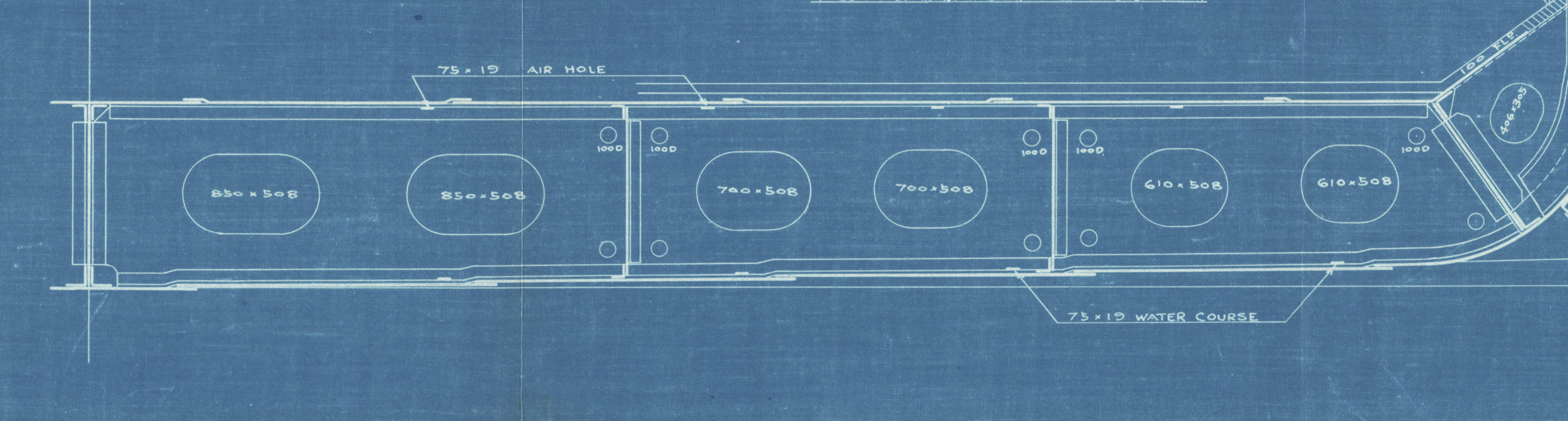
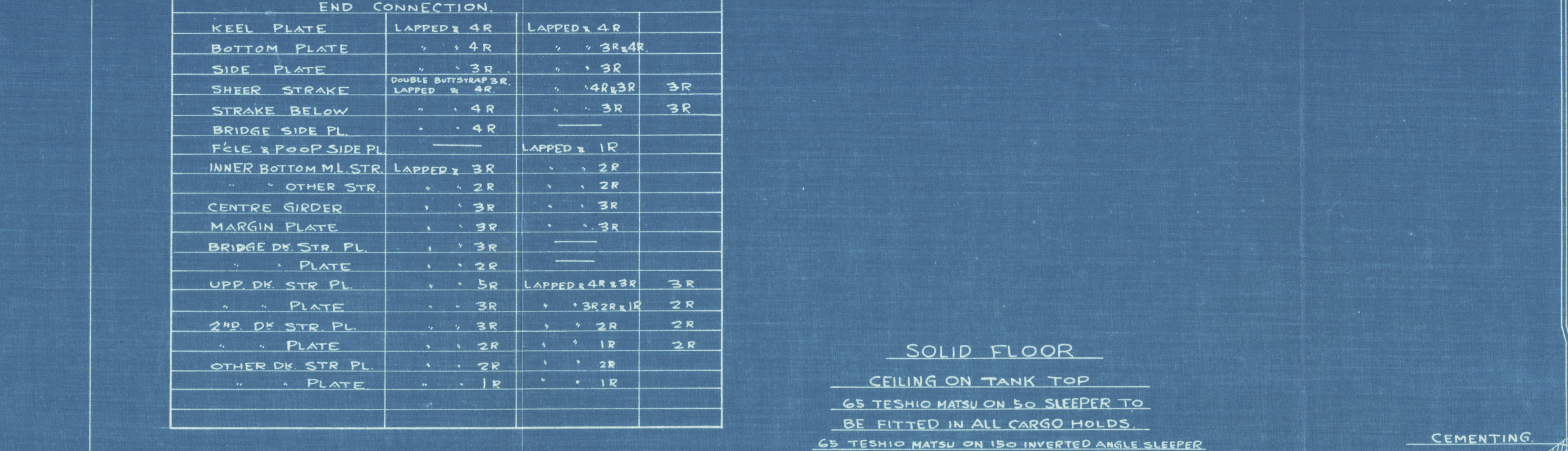
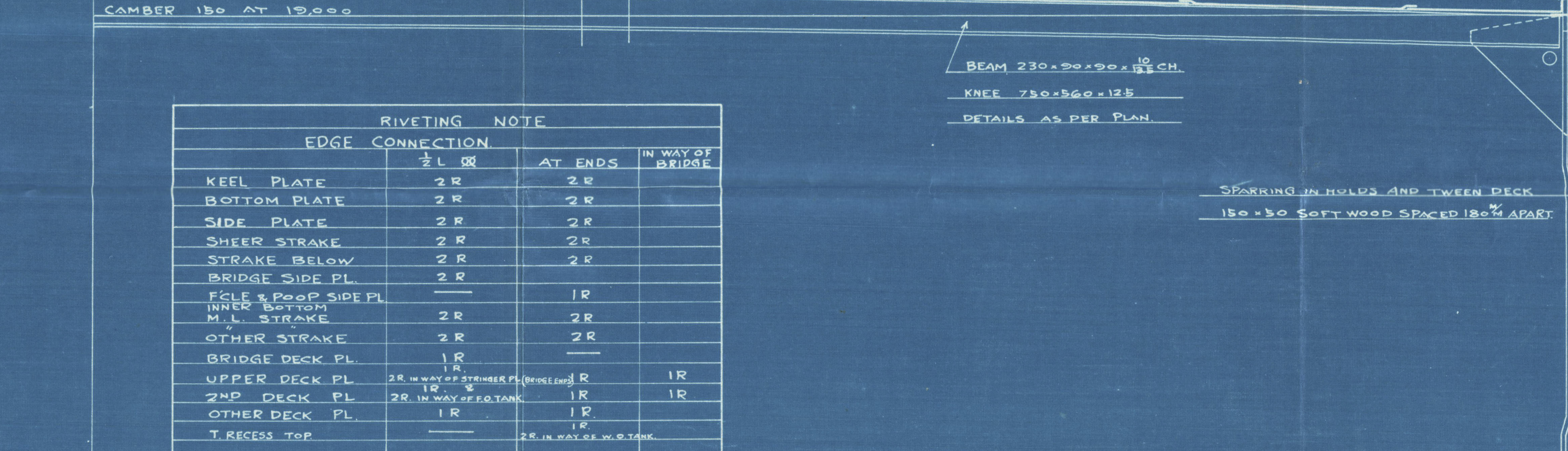
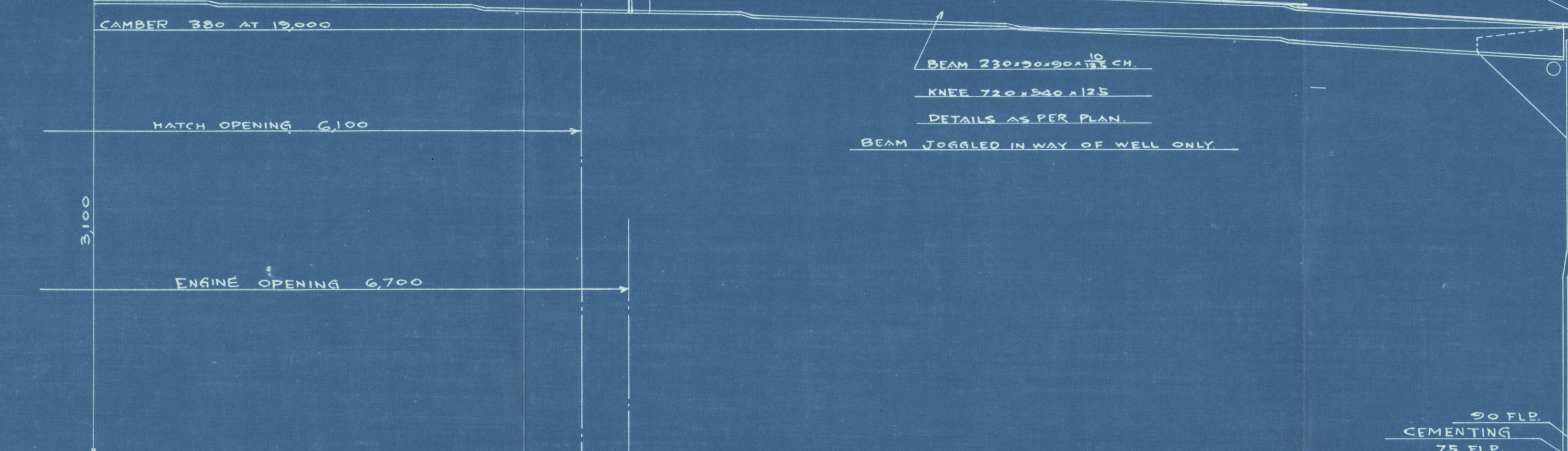
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TO BE EXTENDED TO POOP DECK WEB CUT			
DOWN TO FROM 150 X 38 X 475 A ON ALTERNATE FRAME			
IN POOP TWEEN DECK TO BE CUT AT W.T. PLAT &			
BRACKETED			

N#7 HOLD			
TO BE EXTENDED TO POOP DECK WEB CUT			
DOWN TO FROM 150 X 38 X 475 A ON ALTERNATE FRAME			
IN POOP TWEEN DECK TO BE CUT AT W.T. PLAT &			
BRACKETED			

N#8 HOLD			
TO BE EXTENDED TO POOP DECK WEB CUT			
DOWN TO FROM 150 X 38 X 475 A ON ALTERNATE FRAME			
IN POOP TWEEN DECK TO BE CUT AT W.T. PLAT &			
BRACKETED			

N#9 HOLD			
TO BE EXTENDED TO POOP DECK WEB CUT			
DOWN TO FROM 150 X 38 X 475 A ON ALTERNATE FRAME			
IN POOP TWEEN DECK TO BE CUT AT W.T. PLAT &			
BRACKETED			

N#10 HOLD			
TO BE EXTENDED TO POOP DECK WEB CUT			
DOWN TO FROM 150 X 38 X 475 A ON ALTERNATE FRAME			
IN POOP TWEEN DECK TO BE CUT AT W.T. PLAT &			
BRACKETED			



Nagasaki Report No. 2005.
"Noshiro Maru"

ex. S.Nº 581.

MS. "NOSHIRO MARU"

MIDSHIP SECTION.

(FINISHED PLAN)

SCALE $\frac{1}{25}$.

136^M x 19^M x 10.5^M

三菱重工業株式会社			
長崎造船所			
造船設計課商船係			
送り先			
主 任	検 査	製 図	電 図
当 局	<i>F. Kato</i>	<i>河 野</i>	
7.10.11	<i>est. 11.1924</i>		
出 図 日 附			



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Lloyd's Register
Foundation