

S.S. NICHIRAN MARU. MIDSHIP SECTION.

SCALE $\frac{1}{2}$ " = 1' FT.

PRINCIPAL DIMENSIONS

LENGTH BETWEEN P.P.	311.0'
BREADTH MOULDED	44.5'
DEPTH MOULDED	27.0'

SCANTLING NUMBERS	
BREADTH	44.25
DEPTH	27.00
LENGTH	311.00
DEPTH OF HOLD	16.25
DEPTH OF HOLD AHEAD	23.67

PROPORTIONS	
LENGTH TO DEPTH (TO UPPER DECK)	11.50
LENGTH TO DEPTH (TO BRIDGE DECK)	9.01
LENGTH TO BREADTH	7.03

FRAMES	
SPACING IN HOLD	24"
IN DECK	24"
MAIN FRAMES	58" x 31.375" ANGLE
REVERSED FRAMES	3" x 31.375" ANGLE
FRAMES IN NO. 1 & NO. 2 HOLD & MACHINERY SPACE	58" x 31.375" ANGLE
INTERMEDIATE FRAMES	58" x 31.375" ANGLE
FRAMES IN NO. 2 HOLD	58" x 31.375" ANGLE
REVERSED FRAMES	3" x 31.375" ANGLE

EXTENSION OF MAIN FRAMES:
IN WAY OF FORE PEAK TO EXTEND TO FORE CASTLE DECK.
IN WAY OF AFT PEAK TO EXTEND TO UPPER 4. 2ND DECK.
ALTERNATELY AT TWEEN DECK SIDES INTERMEDIATE FRAMES 3" x 31.375" ANGLE.
ALTERNATELY OVER LAPPED UNDER MAIN FRAMES 58" x 31.375" ANGLE.
IN WAY OF NO. 2 HOLD TO EXTEND TO UPPER DECK.
IN WAY OF AFT PEAK TO EXTEND TO UPPER DECK.
AT POOP SIDE FRAME 58" x 31.375" ANGLE. BRACKETED TO UPPER DECK AT EVERY FRAME.
EXTENSION OF REVERSED FRAMES:
IN WAY OF FORE PEAK TO EXTEND TO FORECASTLE DECK UNDER DECK ALTERNATELY.
AT BRIDGE SIDES FRAME 58" x 31.375" ANGLE OVER LAPPED UNDER MAIN FRAMES 58" x 31.375" ANGLE.
IN WAY OF AFT PEAK TO EXTEND TO UPPER DECK.

WEB FRAMES IN WAY OF AFT ENDS OF COLLISION BULK HEAD & MACHINERY SPACE AS PER PLAN.

WATER TIGHT BULK HEAD

FIVE NUMBER ALL EXTENDING TO UPPER DECK.
VERTICAL STIFFENER TO BE SPACED 36" APART EXCEPT COLLISION BULK HEAD.
AFT PEAK BULK HEAD WHERE 24" APART.

NO.	THICKNESS OF PLATE	NO. STIFFENER	BOUNDARY ANGLE	TOOK	BOTTOM SHEET	BRACKETED
1	1/2"	18	34° - 28'	24"	31.375"	58" x 31.375"
2	1/2"	18	34° - 28'	24"	31.375"	58" x 31.375"
3	1/2"	18	34° - 28'	24"	31.375"	58" x 31.375"
4	1/2"	18	34° - 28'	24"	31.375"	58" x 31.375"
5	1/2"	18	34° - 28'	24"	31.375"	58" x 31.375"
6	1/2"	18	34° - 28'	24"	31.375"	58" x 31.375"
7	1/2"	18	34° - 28'	24"	31.375"	58" x 31.375"
8	1/2"	18	34° - 28'	24"	31.375"	58" x 31.375"
9	1/2"	18	34° - 28'	24"	31.375"	58" x 31.375"
10	1/2"	18	34° - 28'	24"	31.375"	58" x 31.375"

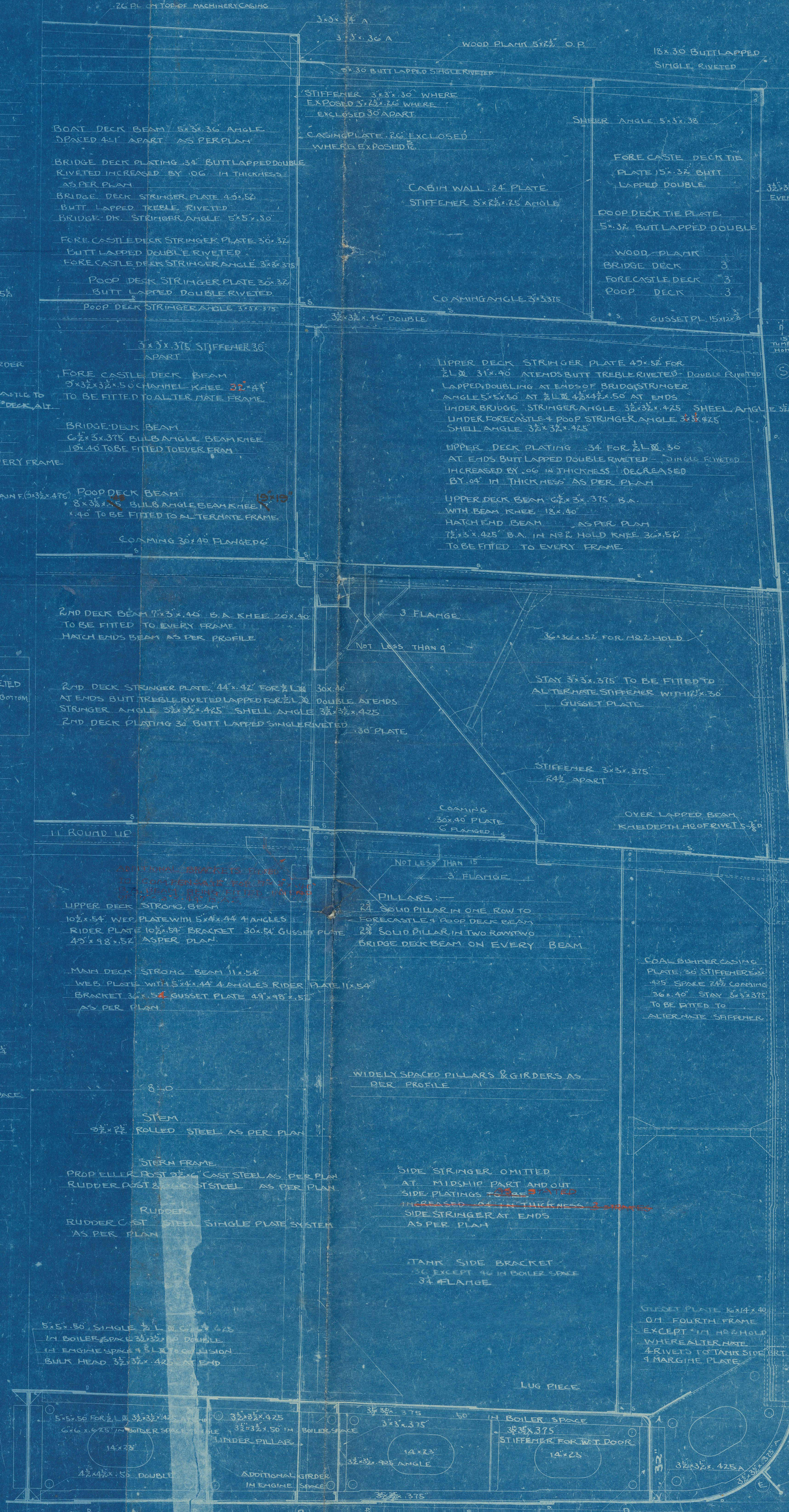
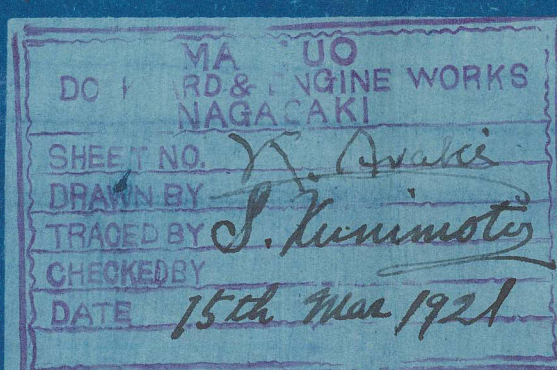
HORIZONTAL STIFFENER IN COLL. BULK HEAD PLATE WITH 3" x 31.375" ANGLE.
SINGLE SIDES CONNECTED TO BMD WITH 3" x 31.375" ANGLE.
TWEEN DECK BMD STIFFENER 4" x 31.375" ANGLE 36" APART EXCEPT AFT PEAK BMD & COLL. BMD WHERE 24" APART.
BRIDGE FRONT BMD PLATE 3/8" COILING 42" STIFFENER 8" x 31.375" B.A. SPACED 30" APART BRACKETED AT HEAD & HEEL TWO WT. DOORS FITTED.
DOOR FRONT BMD PLATE 3/8" COILING 42" STIFFENER 8" x 31.375" B.A. SPACED 30" APART TWO WT. DOORS FITTED.

SHAFT TUNNEL HEEL TOP PLATE 1/2" UNDER HATCH WAY PLATE 50" STIFFENER 6" x 31.375" ANGLE SPACED 24" APART.

TRANSOM PLATE 1/2" ENDS PLATE 3/8" PAINTING BEAMS AS PER PROFILE.

CELLULAR DOUBLE BOTTOM

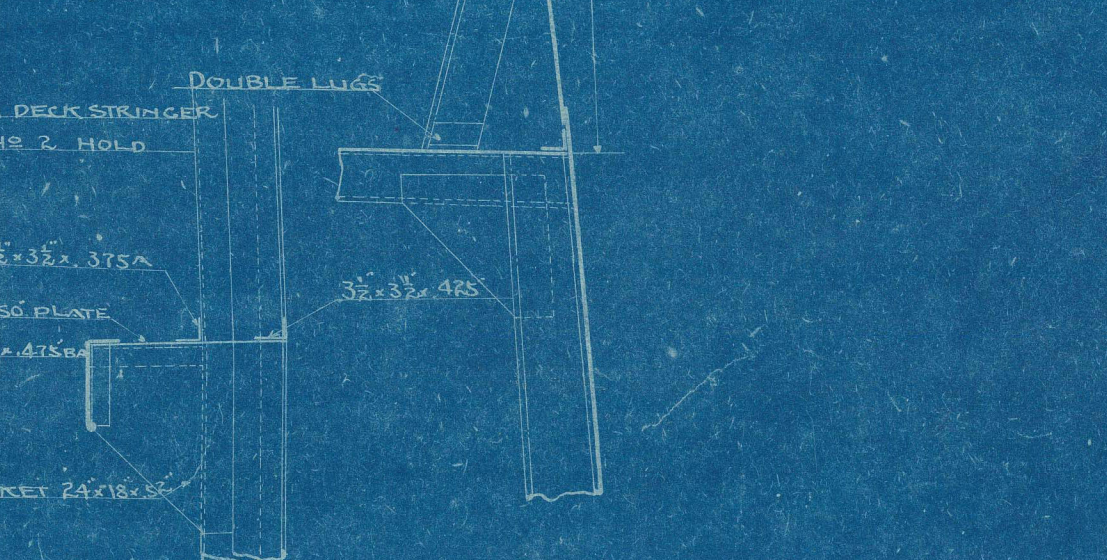
TANK TOP PLATING MIDDLE LINE STRAKE 3/8" x 44" FOR 21.0' 36" AT ENDS 52" AT ENDS SPACE BUT TREBLE RIVETED LAPPED FOR 21.0' DOUBLE RIVETED LAPPED AT ENDS UNDER HATCH WAY WOOD CEILING 24" OTHER STRAKES 3/8" x 44" 36" AT ENDS 44" AT ENDS SPACE 36" BOLLER SPACE BUT DOUBLED RIVETED TO SINGLE AT ENDS.
FLOOR PLATE TO BE FITTED TO EVERY FRAME 36" IN THICKNESS 5/16" IN BOLLER SPACE FRAME AND REVERSED FRAME 35" x 31.375" THROUGH OUT EXCEPT REVERSED FRAME 35" x 31.375" IN BOLLER SPACE.
REVERSED FRAME DOUBLED IN ENGINE SPACE 4" UNDER BOLLER STROOL CENTRE GIRDER 3" HIGH ABOVE TOP OF KEEL THICKNESS 48" FOR 21.0' 36" AT ENDS 58" IN BOLLER SPACE.
BUT LAPPED TREBLE RIVETED THROUGH OUT MARGINE PLATE 32" x 32" THROUGH OUT 52" IN BOLLER SPACE BUT LAPPED DOUBBLE RIVETED THROUGH OUT SIDE GIRDER 32" THROUGH OUT EXCEPT 48" IN BOLLER SPACE.
ADDITIONAL SIDE GIRDER IN ENGINE SPACE CREW NUMBER 6 EACH SIDE ADDITIONAL HALF SIDE GIRDER ONE NUMBER 6 EACH SIDE TO BE FITTED FROM COLLISION BULK HEAD TO FORE PART OF 3 L. 2 FRAME IN TANK FROM COLL. BMD TO BE DOUBLED.



EQUIPMENT NUMBERS	
LONGITUDINAL NUMBER	2158.75
FORE CASTLE	41.50 x 5.50
BRIDGE	7.55 x 15.50
POOP	24.70 x 7.50
DECK HOUSE	7.18 x 7.50 x 4.00 x 14.40 x 7.50
LYDD'S CLASS	100 A1 N2 23224-22

EQUIPMENT	
3 BOWER ANCHORS STOCKLESS 45 CWT'S COLL. WT. 178 CWT'S	
1 STREAM 14 CWT'S (EXCEPT STOCK)	
1 KEDGE 55	
210 FATHOMS MIN. DIA. 1 1/2" STUD LINK CHAIN CABLE	
20 FATHOMS 4 1/2" SIZE STEEL WIRE FOR BOWER ANCHOR	
100 4	
30 2 1/2" NUMBER 7 SIZE MANILLA HAWSER	
30	

BULLWARK PLATING 25" 32" AT BREAKS.
TOP RAIL 1 1/2" x 3 1/2" x 42" B.A.
STAYS 1 1/2" x 3 1/2" BULL PLATE TO BE FITTED TO 6 1/2" APART
BRACKET STAYS AT BREAKS 5 1/2" APART FROM ENDS OF BRIDGE.



FLAT PLATE KEEL 44" x 86" FOR 21.0' 36" AT ENDS BUT LAPPED QUADRIPLY RIVETED TO TREBLE.

A STRAKE 44" x 50" 44" BUT LAPPED TREBLE RIVETED.
NOT REDUCED IN THICKNESS TO COLL. BMD.
B STRAKES 52" x 44" BUT LAPPED TREBLE RIVETED.

C STRAKES NOT REDUCED THICKNESS OF MIDSHIP PART TO COLL. BMD.
D STRAKE 50" x 44" BUT LAPPED TREBLE RIVETED.

E STRAKE 58" x 44" BUT LAPPED TREBLE RIVETED.
F STRAKE 78" x 40" 42" IN PEAKS LAPPED TREBLE RIVETED.

G STRAKES 50" x 44" 42" IN PEAKS BUT LAPPED TREBLE RIVETED.
H STRAKES 50" x 42" BUT LAPPED TREBLE RIVETED.

I STRAKE 44" x 50" 42" BUT LAPPED TREBLE RIVETED.

J UPPER DECK SHEER STRAKE 44" x 50" FOR 21.0' 36" AT ENDS EXCEPT IN WAY OF BRIDGE 50" BUT DOUBLED QUADRIPLY RIVETED TO TREBLE RIVETED WHERE AT ENDS OF BRIDGE TO BE DOUBLED FOR 20.0' AS PER PLAN.

K STRAKE 50" BUT TREBLE RIVETED LAPPED.

L BRIDGE DECK SHEER STRAKE 44" x 50" BUT TREBLE RIVETED LAPPED.

M FORE CASTLE DECK SIDE PLATING 44" BUT LAPPED DOUBLE RIVETED.

N POOP DECK SIDE PLATING 36" BUT LAPPED DOUBLE RIVETED.

O PROPELLER BOSS PLATE 40" BUT LAPPED QUADRIPLY RIVETED.

P 20 RIVETS FOR 10 1/2" FRAME.

Q PILGE KEEL 10 1/2" 50" BULL PLATE WITH 6 1/2" x 50" ANGLE TO BE FITTED FORE 21.0' 36" AT ENDS.

R 5 1/2" x 31.375" FROM COLLISION BMD TO AFT END BULK HEAD OF ENGINE ROOM 50" x 50" IN BOLLER SPACE 32" x 31.375" IN OTHER SPACE.

S 5 1/2" x 31.375" FROM COLLISION BMD TO AFT END BULK HEAD OF ENGINE ROOM 50" x 50" IN BOLLER SPACE 32" x 31.375" IN OTHER SPACE.

T 5 1/2" x 31.375" FROM COLLISION BMD TO AFT END BULK HEAD OF ENGINE ROOM 50" x 50" IN BOLLER SPACE 32" x 31.375" IN OTHER SPACE.

U 5 1/2" x 31.375" FROM COLLISION BMD TO AFT END BULK HEAD OF ENGINE ROOM 50" x 50" IN BOLLER SPACE 32" x 31.375" IN OTHER SPACE.

V 5 1/2" x 31.375" FROM COLLISION BMD TO AFT END BULK HEAD OF ENGINE ROOM 50" x 50" IN BOLLER SPACE 32" x 31.375" IN OTHER SPACE.

W 5 1/2" x 31.375" FROM COLLISION BMD TO AFT END BULK HEAD OF ENGINE ROOM 50" x 50" IN BOLLER SPACE 32" x 31.375" IN OTHER SPACE.

X 5 1/2" x 31.375" FROM COLLISION BMD TO AFT END BULK HEAD OF ENGINE ROOM 50" x 50" IN BOLLER SPACE 32" x 31.375" IN OTHER SPACE.

S/S. "Fushiyama Maru"
Midship Section.

S. S. No. 69.

Matsumoto Iron Works & Shipyard.

Nagasaki; Report No. 1316.



© 2020

Lloyd's Register
Foundation

009580-009589-0129