

Nº 374.
T. S. SHELTER DK. STEAMER.
MIDSHIP SECTION.
SCALE: 1/2 INCH TO 1 FOOT.

TO CLASS TEISHINSHO RULE 1ST CLASS VESSEL & 100 A.I. AT LLOYD'S SPECIAL SURVEY WITH FREE BOARD



PRINCIPAL DIMENSIONS

L.P.P.	47
B. MLD.	6
D. MLD. TO SHELTER DECK	4
HEIGHT OF FILE & POOP DKS.	
"	BET SHELTER & UPPER DKS
"	" UPPER & 2ND DKS.
"	" 2ND & 3RD DKS.
"	CE BRIDGE DN.

SCANTLING NUMBERS

B.	61
D	<u>32.7</u>
TRANS. NUMBER	93 T
L.	<u>4.75</u>
LONGI. NUMBER	44,531.2

7/8" TO SHELTER DR. 11-16
d " 2ND DR. 13-14
d " " FOR FRAMING UNDER 13'-0" (IN VIEW OF
EXCESS IN HEIGHT OF WING BRACKETS)
d TO 3RD DR. 10-10

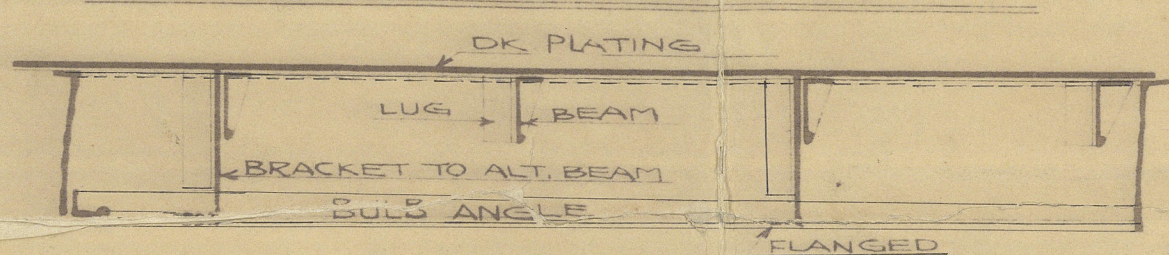
EQUIPMENT NUMBER

LONG NO.	44,531.25	8.
CORRECTION FOR SHELTER DK	2,800.00	
" " PP, BR., & FOLE.	653.72	
" " DK HOUSE	3840.00	
	48,418.97	
	48,376.67	

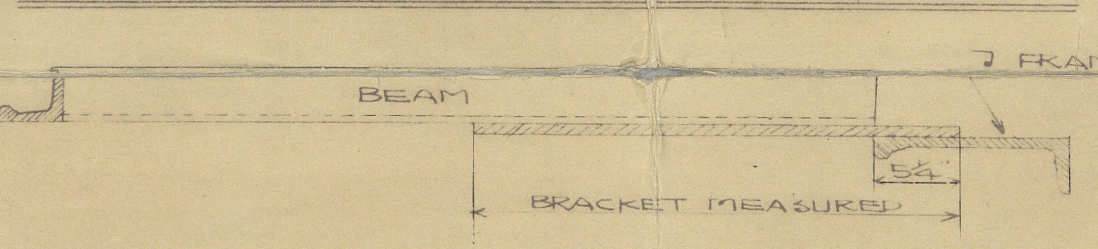
EQUIPMENTS

3 BOWER ANCHOR	7 7/8 CWT EACH	STOCKLE 35
1 STREAM ANCHOR	2 3/8 "	EX JOCK
1 KEDGE	1 1/2 "	" "
300 FATHOMS	2 1/4 "	3702 CHAIN CABLE
120 "	5 1/2 "	STEEL WIRE FOR STREAM ANCHOR
130 "	6 "	TOWLINE
4-100 "	8 "	MANILA ROPE
	ETC. AS PER SPECIFICATION	

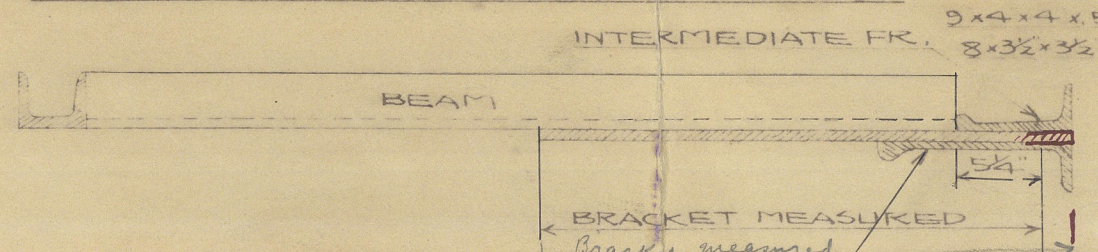
GIRDER ON TOP OF W.S. PILLARS



SKETCH OF BEAM BRACKET ON ALL DKS.



SKETCH OF BEAM BRACKET WHERE
INTERMEDIATE FRAME OVERLAPPED

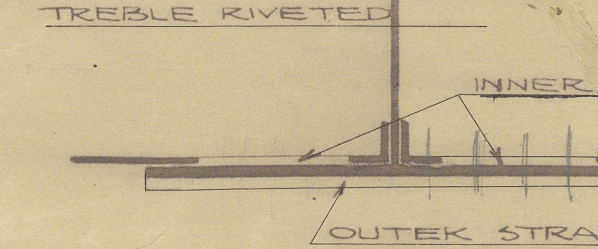
ROWS OF RIVETS IN BUTTS

ITEM	1/2 L	1/2 END
PR. BR. X FLECK DR. PLATING	1	2
" " DR. PLATING	1	1
SHEETER DR. STRINGER PLATE	3	3
" " PLATING	3	3
UPPER DR. STRINGER PLATE	2	3
" " PLATING	2	1
2ND " " STRINGER PLATE	3	3
" " PLATING	3	3
3RD " " STRINGER PLATE	2	3
" " PLATING	2	1
PURK & FLECK SIDE PLATING	2	1
SHEER STRAKE	5	2 1/2
STRAKE BELOW SHEER STRAKE	5	3 1/2
SIDE PLATING	2	3 1/2
BOTTOM PLATING	1	3 1/2
RODS	4	4
UPPER LINE STR. OF INNER BOTTOM	2	2 1/2
UPPER BOTTOM PLATING	1	1 1/2
MARKS IN PLATE	3	2
CENTRE GIRDER	3	3
PLATE PLATE KEEL	3 (2 STRAPS)	4

RIVETING

FRAMES TO SHELL 5/2 DIA. AWAY WHERE FR. SP. 3/4 IN PLATE
6 DIA. AWAY ELSEWHERE
SEAMS OF OUTSIDE PLATING @ 8-12 KIV. 2-1" KIV. OK
10-12" KIV. IN EACH ROW (EX. RIV. IN FRAMES).
BETWEEN FRAMES WHERE FR. SP. 3/4

BUTTS OF KEEL PLATE $\frac{1}{2}$ L \times



Riveting of Keel plate, Amidships.
Butts, double butt straps (24 x 76 - 72) with
rivets. 1 $\frac{1}{2}$ " riv. 5" pitch.
Seams. 8-12" riv. between frames

63"
STINGER PLATE 42" x 44" ON B
38" x 38" ON PP & FCL
STINGER AND 32" x 32" x 44" ON B
32" x 32" x 38" ON PP & FCL
P. & FCL 3" x 24" x 36"

OK PLATING .34" ON BRIDGE
 & .32" ON ROOF & FCLB
 .36" UNDER WINDL
 WOOD OK 5 x 2
 x 3 O.P.

BRIDGE DE BEAM UNDER 36'-0" WITH 2 ROWS OF PILARS
7'3.5" x 4'0" TO EVERY FRAME (6.5' x 4'0" 1 BY RULE)
N.BEE 23.2' x 2'
POOR DE BEAM, WITH 2 ROWS OF PILARS
8'3.5" x 38'3" (7.5' x 42' 1 BY RULE) TO EVERY FR. AT 26' SPACING
8'3.5" x 38'3" AT ALT FR. IN VAY OF BEAM, N.BEE 35.5' x 3'
29
FLOOR DE BEAM WITH 3 ROWS OF PILARS
8'3.5" x 34'3" TO ALT FRAME, N.BEE 29.5' x 3'

SEK ANGLE 5'x5'x 66" UNDER
ANGLE 4'x4'x 50"

P - STRAKE (SHEER STRAKE)
50' x 94' - 52' AT 36' P.S. (36' - 48' BY RULE) x RULE
THICKNESS BEFORE 3/5 L & IN PEAKS

M - STRAKE (STRAKE BELOW SHEER STRAKE)
 1 - 52 AT 36 F 5 (78 - 43 BY RULE) X KYLE 78-48
 84 THICKNESS BEFORE 3/4 L & IN PEAKS

SIDE PLATING (G-M STRAKES)
76"-52" at 36" P.S. (68"-48" & M
IN HOLD BY RULE) & RULE TH
4 W STRAKES 1.9" - .4"

sketch showing treble riveting in the
fore & after bodies to be submitted.

THIRD DECK

STRINGER & SHELL ANGLE, $45^\circ \times 1.25$
STRINGER PLATE 38×44
Frame to be cut & stringer plate
flanged to shell in way of deep trans

SIDE STRINGER
BEFORE $\frac{3}{8}$ L ϕ ,
SIDE, EXCEPT IN
HCL WHERE 2.

C.B.
10. 11. 13. 6-7' Riv. in No. 1 hole, & deep tunnel

Kawasaki No 374

Midship Section

S.S.S. Hawaii Maru

Kobe. 1886.



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Lloyd's Register
Foundation