

DECKS	IN WAY OF	TRANSVERSE BEAMS		CONDITIONALS	
		SPACE 610 685 710	SIZE 1/2"	SPACE	SIZE
UPPER	POOP		150 x 90 x 9" INHA.		
	WEATHER	825	170 x 90 x 9 1/2" INHA.		
	"	685	170 x 90 x 10 1/2" INHA.		
DECK.	CARGO SP	825	200 x 90 x 9 1/2" INHA.	700	150 x 90 x 9" INHA.
	ACC'D SP	825	"	"	"
	F FLE	610	150 x 90 x 9" INHA.		
SECOND	11 - 31	685-710 825	170 x 90 x 9 1/2" INHA.	700	150 x 90 x 9" INHA.
	31 - 42	825	230 x 90 x 9 1/2" INHA.	"	"
	42 - 67	"	250 x 90 x 11 1/2" INHA.		
	70 - 114	"	230 x 90 x 9 1/2" INHA.	700 835	150 x 90 x 9" INHA. 150 x 90 x 12" INHA.
	116 - 123	"	200 x 90 x 8 1/2" INHA.		
	125 - 128	685	170 x 90 x 7 1/2" INHA.	815	150 x 90 x 9" INHA.
	120 - FORE	685, 610	150 x 90 x 9" INHA.		150 x 90 x 12" INHA.
POOP DS		150	150 x 90 x 9" INHA.		
BRIDGE DS		825	170 x 90 x 9 1/2" INHA.	700	150 x 90 x 9" INHA.
FLE DS		610	150 x 90 x 9" INHA.		

DECK		STRINGER PL	DECK PL		STRINGER ANG	
OPEN		FOR 4L X	FOR 4L END	OUTSIDE SIDE OF SPAN	FOR 4L X	AT ENDS
UPPER WEATHER	7.000	1.600 x 250	9.50 x 11	2.5	0	200 x 200 x 25
DECK	"	"	"	10	9.5	DIRECT WELD
2ND	"	10	7.5	10	7.5	"
DECK	"	7.5	9	7.5	"	"
BRIDGE DECK		1.800 x 16	1.6	10.9		150 x 150 x 16A
FCLE DECK	"	"	"	9		75 x 75 x 9 A
PROP	"	7.5	8	7.5		75 x 75 x 9 A
BOAT DECK	5.800	750 x 8	6	7.8		"
UPPER BR DECK	"	750 x 8	6	7.8		"

* IN WAY OF BRIDGE ENDS, STRINGER PLATE TO BE 32 THICK.

STEM :- STEEL PLATE WORK UPPER PORTION
12 TO LOWER 17

STEM FRAME :- CAST STEEL AS PER PLAN

RUDDER :-
TYPE : DOUBLE PLATE BALANCED REACTION
STOCK : FORGED STEEL AS PER PLAN
FRAME : CAST STEEL AND PLATE WORK.

LENGTH OVER ALL	142' 00"
% BETWEEN PP (L)	134.000
BREADTH MLD (B)	18.400
DEPTH (D)	10.4175
DESIGNED LOAD DRAUGHT (d)	8.267
RATIO OF DRAUGHT TO DEPTH (d/D)	0.794
SHEER FCR. AT UPPER DECK	2.740
% AFT. "	1.370
CAMBER OF UPPER DECK AND BRIDGE DECK	
FOR 18" 400 BEAM	3.68
" UPB BR. DECK AND ABOVE	
FOR 18" 400 BEAM	750
" SECOND DECK	
FOR 18" 400 BEAM	100
RISE OF FLOOR	100
RADIUS OF BILGE TURN	7.300
UPPER DECK HEIGHT AT CENTRE LINE	
UPPER DECK ~ SECOND DECK	3.200
" ~ FGLE DECK	2.300
" ~ BRIDGE DECK	2.400
" ~ POOP DECK	2.300
BRIDGE DECK ~ BOAT DECK	2.400
BOAT DECK ~ UPPER BRIDGE DECK	2.1500
UPPER BRIDGE DECK ~ FLYING BRIDGE DECK	2.400
FLYING BRIDGE DECK ~ COMPASS BRIDGE DECK	2.400

$L \times (A+D)$	$736.0 \times (18.40 + 104.2) =$	3861.88
F'CLF	$10.76 \times 2.30 \times 0.75 =$	18.9
BRIDGE	$52.80 \times 2.40 \times "$	$= 75.04$
POOP	$8.99 \times 2.30 \times "$	$= 75.51$
DE HOUSE ON BRIDGE DEK	$25.05 \times 2.40 \times 0.50 =$	30.06
" ON BOAT DE	$24.23 \times 2.50 \times "$	$= 30.29$
" ON UPPER BR.DK	$9.68 \times 2.40 \times "$	$= 11.62$
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TOTAL		$4.063.31$
IN ENGLISH UNIT		$43.71\% / 71$

3 - BOWER ANCHORS (STOCK LESS) EACH	3.720 ^{KG}
COLLECT WT.	11.160 "
1 - STREAM ANCHOR (EX STOCK)	1.120 "
STUD CHAIN CABLE (CAST STEEL)	550 ^M - 54.75 ^{KG}
1 - STEEL WIRE FOR STREAM ANCHOR (6x24)	226" - 38"
1- " " FOR TOW LINE (6x24)	240" - 42"
2- " " FOR HAWSEY (6x24)	185" - 26"
2 - MANILA ROPE FOR WARP	185' - 65'

MINISTRY OF TRANSPORTATION
1ST CLASS OCEAN GOING AREA
LLOYD'S REGISTER OF SHIPPING
✚ 100A1 ✚ LMC
NIPPON KAIJI KYOKAI
NS* MS*

IN WAY OF	MAIN FRAMES		'TWEEN DECK FRAMES	
	SIZE	TANK SIDE B ²	SECOND-UPPER	SUPERSTRUCTURE
AFT PEAK	230 x 90 x 110 A ¹ B ¹ C ¹			200 x 90 D ¹ B ¹
IN WAY OF RECESS	250 x 90 x 114 C ¹ H ¹		200 x 90 x 10 B ¹	TO FORD DE
15L AND AFT	300 x 90 x 175 C ¹ H ¹	1350 x 11 ¹ B ¹		
ENGINE SPACE	300 x 90 x 175 C ¹ H ¹	1700 x 13 5/8 ¹ B ¹	IN WAY OF BRIDGE	180 x 17 x 9.5 A ¹ B ¹
DEEP TANK	300 x 90 x 190 C ¹ H ¹	2300 x 90 x 11 B ¹ A ¹		TO BRIDGE DE
BETWEEN 25L AND 15L	230 x 90 x 110 A ¹ B ¹ C ¹ WITH 712 x 90 x 125 B ¹ D ¹ E ¹ F ¹ G ¹	1350 x 11 ¹ B ¹	200 x 90 x 10 B ¹ A ¹	
FROM FORE END	230 x 90 x 110 A ¹ B ¹ C ¹ WITH 712 x 90 x 125 B ¹ D ¹ E ¹ F ¹ G ¹	1350 x 11 ¹ B ¹	FOR 25L FORE END	
15L AND 15L FOREM	300 x 90 x 175 C ¹ H ¹	1100 x 13 ¹ B ¹	200 x 90 x 11 B ¹ A ¹	
END AND COLL B	90 x 90 x 13 REV A ¹	120 x 13 B ¹		200 x 90 x 10 B ¹ A ¹
FORE PEAK	230 x 90 x 110 A ¹ B ¹ C ¹	1100 x 13 5/8 ¹ B ¹	230 x 90 x 11 B ¹ A ¹	TO FCLD DE
* FOUR FRAMES AT BRIDGE ENDS TO BE 230 x 90 x 11 B ¹ A ¹ .				

AFT ~ FR NO 10	610	SPACED
FR NO 10 ~ " 12	685	"
" 12 ~ " 14	760	"
" 14 ~ 0123	825	"
" 123 ~ 0125	760	"
" 125 ~ 0158	685	"
" 158 ~ FARE	610	"

		For .41 W	For 1/2 ENDS	ENG. R/H	REMARKS
CENTRE	PLATE	1.160 x 14	12	1.050 x 15	
	BOTTOM BAR		DIRECT	WELD	
SIDE	TOP "	780 x 12 ^{RB}	D. WELD	D. WELD	
	PLATE	10	10	11	
GIRDERS	BOTTOM BAR		DIRECT	WELD	
	TOP "		DIRECT	WELD	
	TO FLOOR		DIRECT	WELD	
PLATE FLOORS	PLATE	11	10.5	12	* FOR FORWARD
	MAIN FRAME	100 x 11 ^B	100 x 11 ^B	100 x 12 ^B	5.1% W DIRECT
	REVERSE "				WELD
W.T.	PLATE	13	13	13	
	TO D. BOTTOM		DIRECT	WELD	
FLOORS	TO SHELL		DIRECT	WELD	
	STIFFENER	100 x 75 ^W 10MM A	262 S.P.	150MM x 9 ^W 12MM	
BRACKET	BRACKET	11	11 (AFT ONLY)		
	MAIN FRAME	200 x 90 x 10 B.A.			
FLOORS	REVERSE "	150 x 90 ^W 9 A.			
	STRUT	200 x 90 x 10 B.A.			
INNER BOTTOM	MID ² LINE ST ²	1.350 x 13	12	14	
	REMAINDER	11.5	11	14. 13	
PLATING	MARGIN PL.	980 x 14	AFT END 835 x 14	14.	

PLATE FLOORS TO BE FITTED 3 FRAME SPACE APART, EXCEPT ENGINE SPACE, THE FORWARD 25L, UNDER BULKHEADS AND TOES OF BRACKET TO BULKHEAD STIFFENERS WHICH ARE FITTED AT EVERY FRAME.

DRAWING NO. H-1

LLOYD'S REGISTER OF SHIPPING

RECORDS DEPT.
LONDON

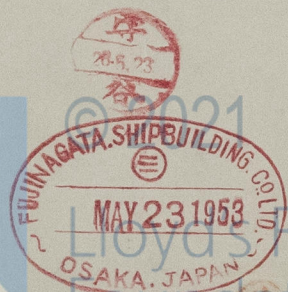


KOBE RPT. NO. 1422

DATED. _____

Shosei Maru
Midohy section

As Fitted



011844-011850-0202

JUN - 4, 1953

Lloyd's Register
Foundation