

LR.S. Class. ✱ 100 Al "Oil Tanker." "Longi. Framing." "Part Electric Welding."
Ice Class 3 strengthening.
✱ LMC.

The scantlings as shown and amended are suitable for a summer draught measured from top of keel of 10.65 metres.

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|---------------------------------------|-------------------------|
| LENGTH (M.P.) | 195.00 |
| BREADTH (M.D.) | 27.00 |
| DEPTH (M.D. TOP OF KEEL) | 14.25 |
| DRAUGHT (M.D. TOP OF KEEL) (DESIGNED) | 10.65 |
| SCANTLING DRAUGHT (M.D. TOP OF KEEL) | 10.65 |
| PROPORTIONS | 50 x 50 (13.69 x 1.895) |

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|----------------------|--|----------|
| LID. (4) - 085 (D.2) | 45.00 (27.00 + 10.65) - 081 (135.00 (42.75 + 16.67)) | + 764.75 |
| FICLE | 0.05 (28.27 + 2.65) | + 52.62 |
| POOP | 0.05 (25.45 + 2.65) | + 103.09 |
| POOP OF HOUSE | 0.35 (24 + 37.07) | + 73.29 |
| PROM + | 0.75 (24 + 33.25) | + 64.06 |
| BOAT + | 0.75 (26 + 29.75) | + 56.46 |
| CAP. BSI. OF HOUSE | 0.75 (24 + 29.25) | + 56.65 |
| | TOTAL | 8,281.72 |

| | |
|--|-------------|
| FLR. SIDE PLATE | 15 |
| WOP SIDE PLATE | 15 |
| WELL PLATE FOR 0.25L FROM ENDS | 15 |
| WELL PLATE FOR 0.25L FROM ENDS | 25.5 |
| BOTTOM FORWARD, 2 STRAPS NEXT TO KEEL BETWEEN 0.25L AND 0.25L FROM FORE END. | |
| AT LONGH FRAMING | 15" |
| AT TRANS FRAMING | 25" |
| PLATE CONNECTED TO STERN FRAME | 62 (RIG 12) |
| PLATE STEM | |
| BELOW L W L | 81 |
| ABOVE L W L | 21 ~ 18 |
| (CICE STRENGTHENED PARTS) | 25.5 |

HEEL PLATES:

DEPART F.P. FROM 610° ABOVE LIGHT W.L. TO 740° ABOVE L.W.L. 485

INTERMEDIAL FRAME : 110° ABOVE L.W.L.

110° APART F.P. FROM 110° ABOVE LIGHT W.L. TO 740° ABOVE L.W.L.

FORWARD OF COLLISION BOW 280 - 10 S.P.

AHEAD OF COLLISION BOW 280 - 12 S.P.

CLEAR OF C.O.T.F. 280 - 12 S.P.

IN WAY OF C.O.T.F.

INTERMEDIATEAL FRAME : 110° ABOVE L.W.L.

DEPART F.P. FROM 610° ABOVE LIGHT W.L. TO 740° ABOVE L.W.L. 485

INTERMEDIATEAL FRAME : 110° ABOVE L.W.L.

DEPART F.P. FROM 610° ABOVE LIGHT W.L. TO 740° ABOVE L.W.L. 485

DRIFTER :

LEE AHEAD F.P. CLEAR OF C.O.T.F. SPACE 175° APART.

FORWARD OF COLLISION BOW 1150 - 90 ± 2 PL PLATED TO 24112

AHEAD OF COLLISION BOW 280 - 11 S.P. 15 PLATED TO 24112

STERN :

BELOW A POSITION 740° ABOVE L.W.L. 485

110° ABOVE L.W.L. 110° APART F.P. FROM 610° ABOVE LIGHT W.L. TO 740° ABOVE L.W.L. 485

STERN FRAME :

SOLE PLATE IS TO BE INCREASED IN STRENGTH BY 75%

ABOVE THE RULE REQUIREMENT.

RUDDER AND STEERING ARRANGEMENT :

RUDDER HEAD AND PINTLES ARE TO BE INCREASED IN DIAMETERS

BY 75% ABOVE THE RULE REQUIREMENT.

RUDDER FRAMES AND SIDE PLATES ARE TO BE INCREASED

IN THICKNESS BY 75% ABOVE THE RULE REQUIREMENT.

GUDGEONS, RETAINING RUDDER TENDS, COUPLING AND

STEERING GEAR ARE TO BE BASED ON INCREASED RUDDER

HEAD OR PINTLE.

"Any openings not shown on this approved plan which may be cut in rule decks or shell plating are to be properly framed and adequate compensation provided to the surveyors' satisfaction. The loss of section area of longitudinal material is to be restored by doublings or increased thickness of plating in way of, and around, such openings. Adequate compensation is also to be fitted for the cutting of other strength members in the structure as may be necessary."

| |
|-----------------------------------|
| %SUDOIMPORT U.S.S.R. |
| 35.000 ^{HTD} %OIL TANKER |
| (FOR APPROVAL) |

MIDSHIP SECTION

AND

TYPICAL RHO.

APPROVED

JAN 16 1960

U.S. DEPARTMENT OF SHIPPING

KORE

(KEY PLAN)

DIMENSIONS: 500 x 2700 x 1425
SCALE: 1/4" = 1'-0"
HULL DESIGNING DEPARTMENT
SHIP DESIGNING DEPARTMENT
HIROSHIMA WORKS
MANAGER
CHIEF
HEAD
CHECKED
DRAWN
DATE: NOV '60 REGD: OCT 27 1960
MITSUBISHI SHIPBUILDING AND ENGINEERING CO. LTD.
TOKYO JAPAN.
H-145-6 DWG. NO.
K-2
DN. 6027-1 CLOTH NO.

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Lloyd's Re
Foundatio

"LUGANSK"



MITSUBISHI S.B. & ENG CO, HIROSHIMA. № 145

"MIDSHIP SECTION & TYPICAL O.T. BHD"

TO BE ATTACHED TO CII REPT №

RECORDS DEPT.,
LONDON.

