

DAVID & WILLIAM HENDERSON & CO.
ENGINEERS
N° 428
23 FEB. 7
SHIPBUILDERS
PARTICK, GLASGOW

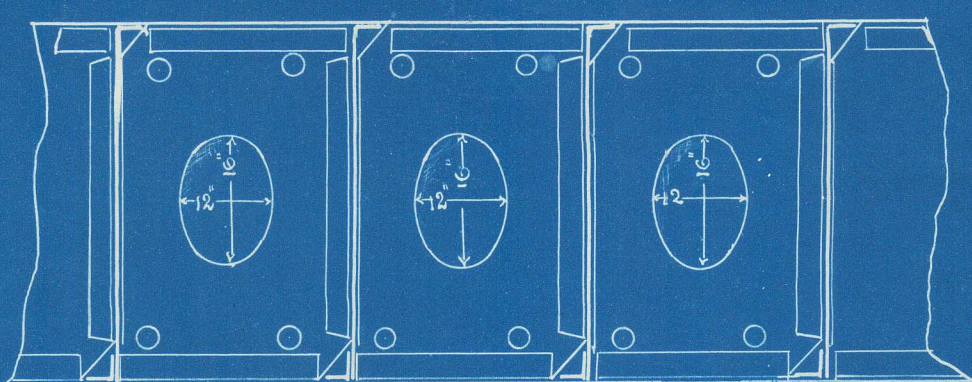
TO CLASS 100 A1 AT LLOYDS THREE DECK RULE

NUMERALS

$$\begin{array}{r} 106.01 \text{ - FRAME NO} \\ 443 \\ \hline 46962.43 = \text{PLATING NO} \end{array}$$

DEPTHS TO LENGTH = 12.83 U.O.
BREADTHS TO LENGTH = 9.00
DEPTHS TO LENGTH (MAIN D²) 10.67

4 IN NUMBER UNDER ENGINES & 2 ELSEWHERE
3" HOLES FOR DRAINAGE.



TANK INTERCOSTAL PLATE $\frac{10 \cdot 9}{20}$ FLANGED AT ONE END
TO FLOOR PLATES IN HOLDST ENGINE SPACE, IN BOILER SPACE
INTERCOSTALS OF IRON $\frac{9}{16}$ THICK
ANGLE CONNECTION OF STEEL IN HOLDST ENGINE SPACE $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{10}{20}$
" " IRON - BOILER SPACE $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{16}{20}$

[illegible]

STEM $12^{\frac{1}{2}} \times 3^{\frac{1}{8}}$ FORCED IRON
STEM POST $12^{\frac{3}{4}}$ OF DUCTILE CAST STEEL OR FORCED IRON
RUDDER STOCK $10^{\frac{1}{2}}$ DIA PINTLES $5^{\frac{1}{4}}$ PLATE $\frac{22}{20}$
NOT LESS THAN BY FORMULA

CENTRE GIRDER 48" x 24"
BUTTS, TRIPLE RIVETED
ALL FORE & AFT. IN BOILER
CENTRE GIRDER TO BE V
ENGINE & BOILER SPAC
SHOWN ON PROFILE

ANGLES $5^{\circ} - 5^{\circ} \times \frac{11 \cdot 10^{\circ}}{20}$

FLAT PLATE KEEL $36 \times \frac{18 \cdot 14^{\circ}}{20}$

BUTTSTRAPS TRIBLE RIVETED $3 \cdot \frac{3^{\circ}}{20}$ THICKNESS

WITH 1 RIVETS IN BUTTS & EDGES. REMAIN

DOUBLING ON KEEL $11 \times \frac{12^{\circ}}{20}$ AS FAR FORTH AS

AS PRACTICABLE. SKETCH 30 LONG

NOTE: ALL SHELL OUTSIDE STRAKES EXCEEDING 4" AND INSIDE STRAKES EXCEEDING 54" TO BE QUADRUPLE OVERLAPS

ALL SHELL LAPPED TO LOAD LINE ABOVE LOAD LINE
FLUSH RIVETED STRAPS PER RULE

S. S. "Kakata Maru" Glasgow Report No 15019.

Indorplaton No 595
as built
Duplicate of being later used

