

# No 57 MIDSHIP SECTION.

SCALE 1/2 INCH TO ONE FOOT

Equipment to be in accordance with Table 31.

PRINCIPAL DIMENSIONS	
LENGTH BETWEEN P.P.	311'-0"
BREADTH MOULDED	44'-3"
DEPTH MOULDED	27'-0"

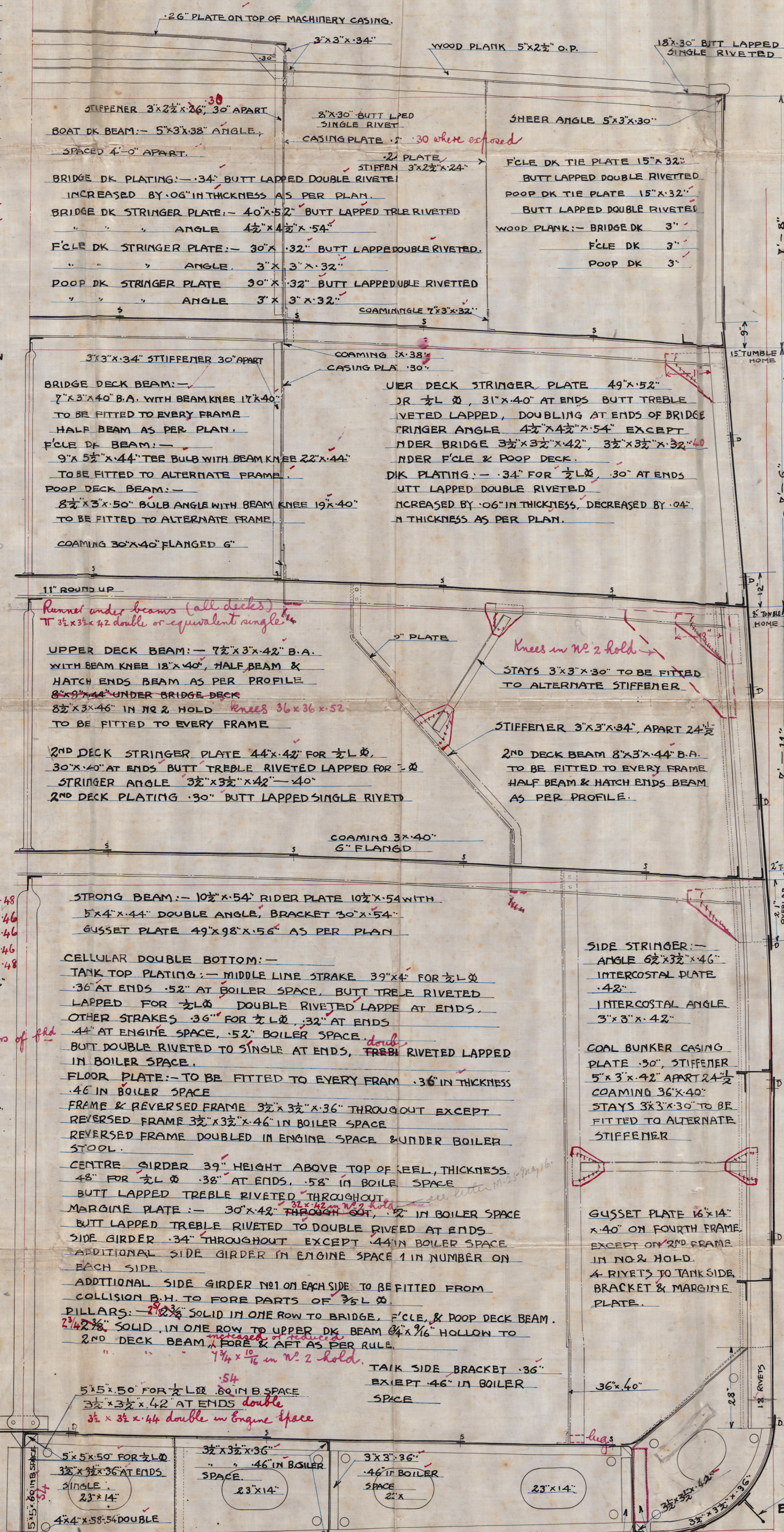
SCANTLING NUMERALS:-	
BREADTH	44.25
DEPTH	27.00
	71.25 TRANSVERSE NUMBER
	311.00
	2215875 LONGITUDINAL NUMBER
DEPTH OF HOLD	16.25
" " " IN NO.2	24.17
PROPORTIONS	
LENGTH TO DEPTH (TO UPPER DK)	11.52
" " (TO BRIDGE DK)	9.01
BREADTH	7.03
EQUIPMENT NUMBER	
LONGITUDINAL NO.	2215875
FORECASTLE	41.50x7.5x3/4
BRIDGE	77.52x7.5x3/4
POOP	20.79x7.5x3/4
DECK HOUSE	42.88x7.5x1/2
	23108.01
LYOYD'S CLASS	00A.1.

STEM:- 9 1/2" x 2 1/2" ROLLED STEEL  
 STERN FRAME:- PROPELLER POST 9 1/2" x 6" CAST STEEL  
 RUDDER:- 8 1/2" x 6" AS PER PLAN  
 RUDDER:- FORGED STEEL SINGLE PLATE SYSTEM AS PER PLAN.  
 FRAMING:-  
 SPACING IN HOLD 24 1/2"  
 " IN PEAKS 24"  
 FRAMES IN PEAKS:- MAIN FRAME 5 1/2" x 3 1/2" x 34"  
 REVERSED FRAME 3" x 3" x 34"  
 " IN NO.1 & NO.2 HOLD:-  
 MAIN FRAME 8 1/2" x 3 1/2" x 50" B.A.  
 INTERMEDIATE FRAME 5 1/2" x 3 1/2" x 44" A.  
 " IN NO.2 HOLD 7 1/2" x 50" B.A. 7 1/2" x 50" B.A.  
 MAIN FRAME 11 1/2" x 3 1/2" x 60" B.A.  
 EXTENSION OF MAIN FRAME:-  
 IN WAY OF FOREPEAK:- TO EXTEND TO FOLE DK 2 1/2" x 40"  
 IN WAY OF NO.1 & NO.2 HOLD:- TO EXTEND TO UPPER & 2ND DK ALTERNATELY  
 IN WAY OF NO.2 HOLD:- TO EXTEND TO UPPER DK  
 IN WAY OF AFT PEAK:- TO EXTEND TO POOP DK  
 EXTENSION OF REVERSED FRAME:-  
 IN WAY OF FOREPEAK:- TO EXTEND TO FOLE DK 2 1/2" x 40"  
 ALTERNATELY.  
 IN WAY OF AFT PEAK:- TO EXTEND TO POOP DK & UPPER DECK ALTERNATELY.

WEB FRAME IN WAY OF AFT ENDS OF COLLISION BULKHEAD AS PER PLAN.  
 WATER TIGHT BULKHEAD:-  
 FIVE IN NUMBER, ALL EXTENDING TO UPPER DK  
 VERTICAL STIFFENER TO BE SPACED 30" APART EXCEPT COLLISION BULKHEAD & AFT PEAK B.H. WHERE 24" APART.  

FRAME NO.	THICKNESS OF PLATE	VERTICAL STIFFENER	CONNECTIONS
143	36"	9" x 3" x 46" B.A.	24"
112	40"	9" x 3" x 46" B.A.	30"
82	46"	9" x 3" x 46" B.A.	30"
55	40"	9" x 3" x 46" B.A.	30"
8	36"	9" x 3" x 46" B.A.	24"

COLLISION & AFT PEAK B.H. STIFFENER DECREASED AT SIDE 9" x 3" x 46" B.A. 24" x 30" B.A. GRADUALLY.  
 HORIZONTAL STIFFENERS IN COLL. B.H. 24" x 40" FLANGED 3" CONNECTED TO B.H. WITH 3" x 3" x 36" S.A. AS PER PROFILE.  
 TWBEN DK B.H. STIFFENER 4 1/2" x 3" x 32" ANGLE 30" APART EXCEPT COLLISION BULKHEAD WHERE 24" APART  
 BRIDGE FRONT B.H. PLATE 38" COAMING 42" STIFFENER 7" x 3" x 46" B.A. SPACED 30" APART & BRACKETED AT HEAD & HEEL.  
 POOP DECK FRONT B.H. PLATE 36" COAMING 40" STIFFENER 5 1/2" x 3" x 46" B.A. SPACED 30" APART & BRACKETED AT HEAD & HEEL.  
 SHAFT TUNNEL:- HEEL PLATE 40" TOP PLATE 30" STIFFENER 6" x 3" x 38" ANGLE SPACE 30" APART.  
 TRANSOM PLATE 46"  
 FLOOR PLATE 38"  
 PAINTING BEAM AS PER PROFILE.



FOLE SIDE PLATING 38" BUTT LAPPED DOUBLE RIVETED.  
 POOP DECK SIDE PLATING 34" BUTT LAPPED DOUBLE RIVETED.  
 BRIDGE DECK SHEER STRAKE 44" x 56" BUTT TREBLE RIVETED LAPPED.  
 Q STRAKE 56" BUTT TREBLE RIVETED LAPPED.  
 UPPER DECK SHEER STRAKE 44" x 66" FOR 1/2" L 0 42" AT ENDS EXCEPT IN WAY OF BRIDGE 54" BUTT LAPPED QUADRUPLE RIVETED TO TREBLE RIVETED WHERE AT ENDS OF BRIDGE TO BE DOUBLED FOR 20'-0" AS PER PLAN.  
 M STRAKE 44" x 56" 42" BUTT LAPPED TREBLE RIVETED 54" in Bridge  
 BULKHEAD PLATING 26" x 40" AT BREAKS OF BRIDGE STAYS 6" x 38" BULB TO BE FITTED 6'-0" APART & 5'-0" APART FROM ENDS OF BRIDGE.  
 MAIN DK STRINGER IN NO.2 HOLD 24" x 50" PLATE 9 1/2" x 3 1/2" x 52" BRACKET 24" x 18" x 52" BULKHEAD RAIL ANGLE 6 1/2" x 38" BULB ANGLE  
 L, H, G, F. STRAKES 54" FOR 1/2" L 0 42" AT ENDS BUTT LAPPED TREBLE RIVETED  
 PROPELLER BOSS PLATE 66" BUTT LAPPED QUADRUPLE RIVETED.  
 E STRAKE 56" FOR 1/2" L 0 44" AT ENDS BUTT LAPPED TREBLE RIVETED.  
 BILGE KEEL 6" x 4" x 50" TEE BAR WITH 9 1/2" x 50" BULB PLATE TO BE FITTED FOR 150'-0" FOR 1/2" L 0

FLAT PLATE KEEL 44" x 36" FOR 1/2" L 0 62" AT ENDS BUTT LAPPED QUADRUPLE RIVETED TO TREBLE.  
 A STRAKE 44" x 56" 44" BUTT LAPPED TREBLE RIVETED  
 B, C, D. STRAKE 54" TO 42" EXCEPT FORE PART FROM AMIDSHIP BUTT LAPPED TREBLE RIVETED.  
 5" x 5" x 50" SINGLE R12-1/2" DIA. TO BE FITTED FROM COLLISION B.H. TO AFT END B.H. OF MACHINERY 5" x 5" x 60" R12-1/2" DIA. SINGLE IN BOILER SPACE 3 1/2" x 3 1/2" x 36" R7-1/2" DIA. SINGLE IN OTHER SPACE.  
 3 1/2" x 3 1/2" x 36" TO BE FITTED FROM COLLISION B.H. TO AFT END B.H. OF MACHINERY 5" x 3 1/2" x 46" IN BOILER SPACE 3 1/2" x 3 1/2" x 36" IN OTHER SPACE.

Shell plating entirely within boundary of double bottom may be reduced to 5/16" where thickness is 5/16" & 0.2 where thickness is .52.

MATSUO DOCK YARD NAGASAKI

25.1.16



Section  
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