

PRINCIPAL DIMENSION

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

SCANTLING NUMBERS:-

BREADTH	44.25 "
DEPTH	+ 27.00 "
	71.25 " TRANSVERSE NUMBER
	x 311.00 "
	22158.75 " LONGITUDINAL NUMBER

DEPTH OF HOLD

"	"	IN N ^o 2	16.25 "
"	"	PROPORTIONS	24.17 "
"	"		3.67 "

LENGTH TO DEPTH (TO UPPER DE.)

"	"	(TO BRIDGES DE.)	11.52 "
"	"		3.01 "

" BREADTH

"	"		7.03 "
---	---	--	--------

LOYD'S CLASS 100 A.1 22225.98
 Component as per Section 50 Plate 31
 STEM:— 22.22" ROLLED STEEL
 STEM FRAME:— PROPELLER POST 2"x2" CAST STEEL ✓
 RUDDER " 8 1/2"x6" ✓ AS PER PLAN
 RUDDER:— FORGED STEEL SINGLE PLATE SYSTEM AS PER ✓
 PLAN
 FRAMING:—
 SPACING IN HOLD 24 1/2" ✓
 " " PEAKS 24" ✓
 FRAMES IN PEAKS:— MAIN FRAME 52"x35"x34" ✓
 REVERSED FRAME 3'3"x34" ✓
 FRAMES IN NO. 1 & NO. 3 HOLD:—
 MAIN FRAME 8 1/2"x32"x50" 3 A. ✓
 INTERMEDIATE FRAME 52"x35"x44" 3 A. ✓

FRAMES IN No. 2 HOLD. R 333150
MAIN FRAME 133348 REVERSED FRAME 133343 DEPTH 100
EXTENSION OF MAIN FRAME 1-
 IN WAY OF FOREPEAK 1- TO EXTEND TO F'LE D₂ AND U.D.K. ✓
 IN WAY OF NR. 1 & NR. 3 HOLD- TO EXTEND TO UPPER ✓
9 210 DECK ALTERNATELY ✓
 IN WAY OF NR. 2 HOLD- TO EXTEND TO UPPER D₂ ✓
 IN WAY OF AFT PEAK- TO EXTEND TO POOP DECK. ✓
EXTENSION OF REVERSED FRAME 1-
 IN WAY OF FORE PEAK- TO EXTEND TO F'LE D₂ & U.D.K. ✓
ALTERNATELY
 IN WAY OF AFT PEAK- TO EXTEND TO POOP DECK & UPPER ✓
DECK ALTERNATELY.

WEB FRAME IN WAY OF ART ENDS OF COLLISION BULKHEAD

AS PER PLAN

WATER TIGHT BULKHEAD:-

FIVE IN NUMBER ALL EXTENDING TO UPPER DECK ✓

VERTICAL STIFFENER TO BE SPACED 30" APART EXCEPT

COLLISION BULKHEAD & ART PEAK BHE WHERE 24" APART ✓

FRAME NO	THICKNESS OF PLATE		TWEEN BHE	VERTICAL STIFFENER		CONNECTING SINGLE ANGLE	
	BOTTOM	BULG		SIZE	SP	TO DB	TO DOUBLE SINGLE BHE
18	4.8"	4.8"	34"x28"	2.6"	5/8"x46" B.A.	24"	5/8"x36"
19	4.8"	4.6"	"	"	5/8"x52" B.A.	30"	5/8"x40"
112	4.0"	4.6"	"	"	5/8"x30" B.A.	"	5/8"x50"
82	4.6"	"	"	"	"	"	5/8"x50"
53	4.0"	"	"	"	"	"	5/8"x50"
8	4.8"	4.8"	34"x30"	"	5/8"x40" B.A.	24"	5/8"x50"

COLLISION ART PEAK BHE STIFFENER DECREASED AT SIDE 5/8"x46" B.A.-82"x32"x46"

B.A.-65"x38" B.A.-6"x3"x24" B.A.-5/8"x3"x30" A. GRADUALLY.

HORIZONTAL STIFF IN COLL BHE 24"x40" FLANGED 3" CONNECTED TO BHE

WITH 3/8"x36" SINGLE ANGLE AS PER PROFILE

TWEEN DECK BHE STIFFENER 45"x3"x32" ANGLE 30" APART

EXCEPT COLLISION BULKHEAD WHERE 24" APART.

BRIDGE FRONT BHE PLATE 38" COMING, 42" STIFFENER 7/8"x56" B.A. SPACED 30" APART & BRACKETED AT HEAD & HEEL

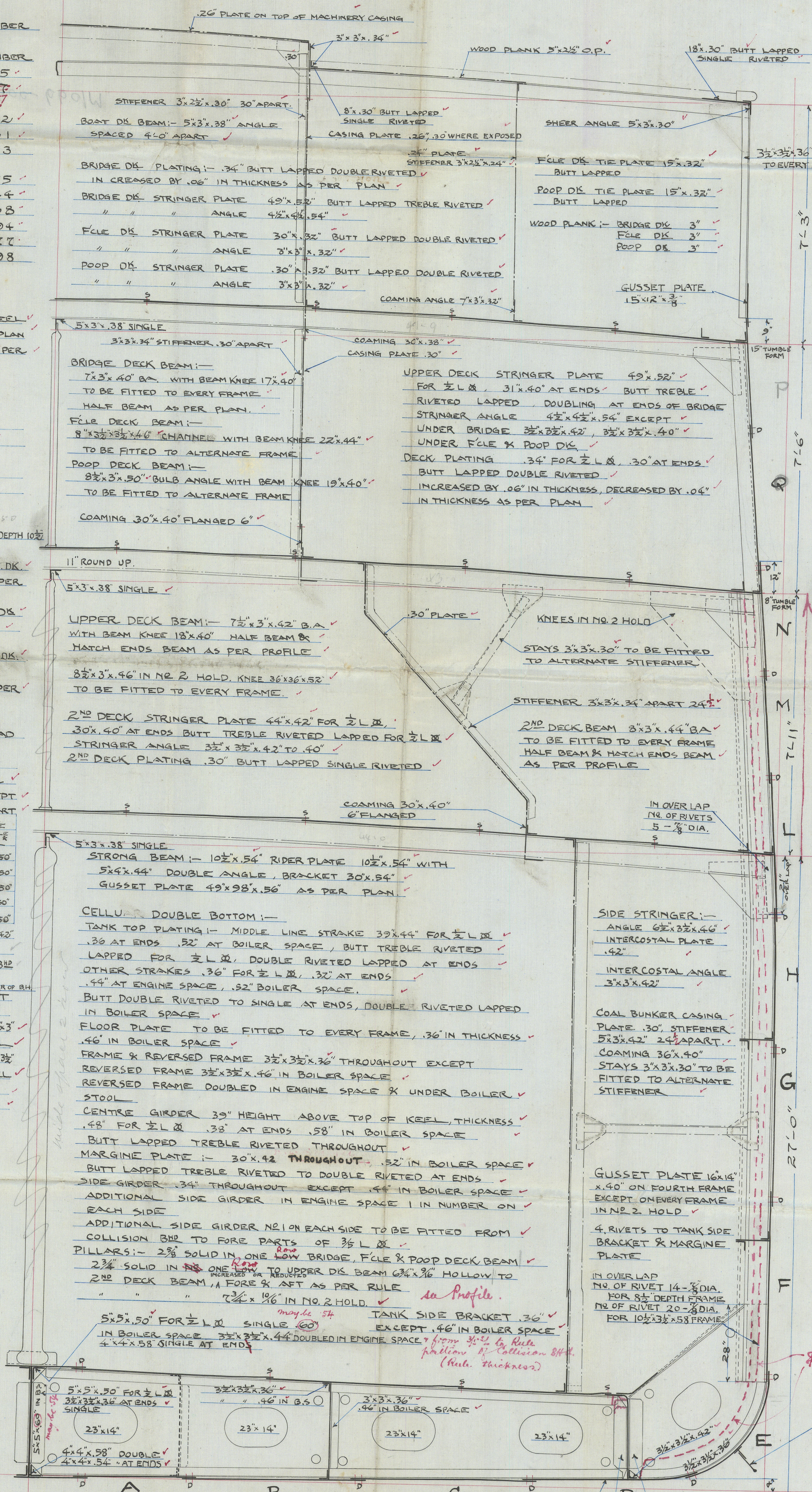
POOP DECK FRONT BHE PLATE 38" COMING, 42" STIFFENER 5/8"x36" B.A. SPACED 30" APART & BRACKETED AT HEAD & HEEL

SHIFT TUNNEL:- HEEL PLATE 40" TOP PLATE 38" STIFFENER 6/8"x38 ANGLE SPACED 30" APART.

TRANSOM PLATE 7/8"x48" ✓ where, evenly spaced

FLOOR PLATE 38" ✓

PAINTING BEAM AS PER PROFILE



FLAT PLATE KEEL
44"x.86" FOR $\frac{3}{8}$ L \checkmark
.62" AT ENDS, BUTT \checkmark
LAPPED QUADRUPLE \checkmark
RIVETED TO TREBLE \checkmark

A. STRAKE 44" 52" - 42"
BUTT LAPPED TREBLE
RIVETED
skid plating where not

B.C. STRAKE 52" TO 42"
EXCEPT FORE PART AMIDSHIP
BUTT LAPPED TREBLE RIVETED
within the double bottom

Bottom Strengthened forward as per Rules

5'x3 1/2'x36" TO BE
FITTED FROM COLLISION END
TO AFT END END OF MACHINERY,
5'x3 1/2'x46" IN BOILER SPACE
3'x3 1/2'x36" IN OTHER
SPACE

5'x5'x50" SINGLE R. 12 7/8" DIA TO BE FITTED
FROM COLLISION END, TO AFT END END
OF MACHINERY, 5'x5'x60" R. 12 7/8" DIA SINGLE
IN BOILER SPACE, 3'x3 1/2'x36" R. 7-7/8" DIA SINGLE
IN OTHER SPACE

1 Bowin	47-2-10	Stockless
2 Bowin	44-2-13	"
3 Bowin	43-0-11	"
Stream	12-2-11	ex stock
Kedge	8-0-9	" "

Cable	120 $\frac{3}{4}$ fms	1 $\frac{11}{16}$ " steel
"	151 fms	2" steel
Stream	90 fms	4 $\frac{1}{2}$ " blue flexible wire
Line	120 fms	4" "
Traps	2-90 fms	7' Manila
"	2-90 fms	6' "

FCL SIDE PLATING .38" BUTT LAPPED
DOUBLE RIVETED

POOD 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 $\frac{1}{2}$ L IN .42" AT ENDS EXCEPT IN
WAY OF BRIDGE .54" ✓ BUTT LAPPED
QUADRUPLE RIVETED TO TREBLE RIVETED.
WHERE AT ENDS OF BRIDGE TO BE DOUBLE
FOR 20'-0" AS PER PLAN. ✓

M. STRAKE 44"x.56"-42" BUTT LAPPED TREBLE
RIVETED. .54" IN BRIDGE

BULWARK PLATING .26" .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 ✓

9½"x.3½"x.52" ✓

BRACKET 24"x18"x.52

L.H.G.F. STRAKES .54" FOR $\frac{1}{2}$ L &
.42" AT ENDS BUTT LAPPED TREBLE
RIVETED

PROPELLER BOSS PLATE .66" BUTT
LAPPED QUADRUPLE RIVETED.

F. STRAKE .56" FOR $\frac{1}{2}$ L₁₀ .44 AT ENDS.
BUTT LAPPED TREBLE RIVETED.

BILGE KEEL 6"x4"x.50" TEE BAR
WITH 9 1/2"x.50" BULB PLATE TO BE
FITTED FOR 135'-0" FOR 1/2" L W.

C. C. F.
16. 6. 16

MATSUO
DOCKYARD & ENGINE WORKS
NAGASAKI

DRAWN BY
TRACED BY
CHECKED BY
DATE

Section

N^o 58

Matsuo Iron Works
Nagasaki

S. S. Lama Maru
Nagasaki Dept-1174

© 2020

Lloyd's Register
Foundation