

Nº102. "MANSHU MARU"

MIDSHIP SECTION.

SCALE $\frac{1}{2}$ INCH TO ONE FOOT.

400'-0" X 54'-6" X 30'-0".

POOP 38'-9", BRIDGE 121'-0", FORECASTLE 40'-3".

PRINCIPAL DIMENSIONS.
 L.P.P. 400'-0"
 B.M.R. 54'-6"
 D.M.R. 30'-0"

SCANTLING NUMBERS.
 B. 54.5
 D. 30.0
 84.5 TRANSVERSE NO.
 1. 400
 33800.0 LONGITUDINAL NO.

$d=18'-2"$
 $\frac{1}{2}$ EXCESS OF HEIGHT OF TANK SIDE BRACKET
 17'-10 $\frac{1}{2}$ " FOR FRAME
 d ABOVE TUNNEL RECESS 13'-6"

PROPORTIONS.
 $\frac{1}{10}$ TO UPPER DECK 13.3
 $\frac{1}{10}$ TO BRIDGE DECK 10.6
 LLOYD'S CLASS + 100 A.I.

STEM 10 $\frac{1}{2}$ " X 2 $\frac{1}{4}$ " ROLLED STEEL.
STERN FRAME PROPELLER POST 10 $\frac{1}{2}$ " X RUDDER POST 9" X 7 $\frac{1}{2}$ "
RUDDER CAST STEEL AS PER PLAN.
FRAMING. SINGLE PLATE TYPE AS PER PLAN.
 SPACING 33' APART, FROM AFT PEAK BHE TO $\frac{1}{2}$ L. & FORWARD.
 27' " $\frac{1}{2}$ L. FORWARD TO COLLISION BHE.
 24' " IN PEAKS.
 FRAME IN PEAKS 8' X 3 $\frac{1}{2}$ " X 7 $\frac{1}{2}$ " B.A.
 INTERMEDIATE FRAME 7' X 3 $\frac{1}{2}$ " X 38' A.
 IN WAY OF TUNNEL RECESS 10' X 3 $\frac{1}{2}$ " X 50' B.A.
 INTERMEDIATE FRAME 7' X 3 $\frac{1}{2}$ " X 28' B.A.
 AT 27' SPACING 10' X 3 $\frac{1}{2}$ " X 50' B.A.
 INTERMEDIATE FRAME 7' X 3 $\frac{1}{2}$ " X 40' A.
 33' 10' X 3 $\frac{1}{2}$ " X 50' CHANNEL
 INTERMEDIATE FRAME 7' X 3 $\frac{1}{2}$ " X 32' B.A.

EXTENSION OF MAIN FRAMES.
 IN WAY OF F $\frac{1}{2}$ L. TO F $\frac{1}{2}$ L. & 2ND DECKS ALTERNATELY.
 BRIDGE TO UP & 2ND DECKS ALTERNATELY &
 EVERY 4TH TO BRIDGE DECK.
 IN AFT PEAK - ALL TO UP & DECK.
 OTHERWISE - TO UP & 2ND DECKS ALTERNATELY.
 WHE FRAME TO BE FITTED IN MACHINERY SPACE & FORE HOLD
 AS PER PROFILE.

W.T. BULKHEADS.
 CIN NUMBER, ALL EXTENDING TO UPPER DECK.
 VERTICAL STIFFENER TO BE SPACED 30' APART THROUGHOUT
 EXCEPT COLLISION BHD, AFT PEAK BHE WHERE 24' APART.
 ALL HOLD STIFFENERS TO BE BRACKETED AT HEELS & HEADS.
 W.T. BHE IN HOLD AS FOLLOWS.

FRAME NO.	THICK OF PLATE	THICK OF PLATE BOTTOM	CONNECTING ANGLE (SINGLE)	V. STIFFENERS
36	38	42	3' X 5' X 48"	5' X 5' X 48"
36	38	42	3' X 5' X 48"	5' X 5' X 48"
57	36	40	3' X 5' X 48"	5' X 5' X 48"
80	36	46	3' X 5' X 48"	5' X 5' X 48"
114	36	46	3' X 5' X 48"	5' X 5' X 48"
140	42	46	5' X 5' X 52"	5' X 5' X 52"

AFT PEAK TWEEN DK BHE 32'
 OTHER TWEEN DK BHE 26' WITH STIFFENER 4 $\frac{1}{2}$ " X 3' X 34" ANGLE
 OR 5' FLANGED, SPACED 30' APART EXCEPT AFT PEAK BHE & C BHE
 WHERE 24' APART & OF 6' 3 $\frac{1}{2}$ " X 40' ANGLE BRACKETED.
 UPPER TWEEN DK BHE OF C BHE 16' WITH STIFF. 4 $\frac{1}{2}$ " X 40' A. SPACED 24' APART.
 BRIDGE FRONT BHE PLATE 40', COAMING 44' WITH STIFFENERS
 9' X 3 $\frac{1}{2}$ " X 50' B.A. SPACED 30' APART & BRACKETED AT HEADS
 & HEELS.
 POOP FRONT BHE PLATE 40', COAMING 44' WITH STIFFENERS
 9' X 3 $\frac{1}{2}$ " X 50' B.A. SPACED 30' APART & BRACKETED AT HEADS
 & HEELS.
 SHAFT TUNNEL PLATE 42' X 38' X 42' X 48' UNDER HATCHWAYS
 STIFFENERS 7' X 3 $\frac{1}{2}$ " X 28' B.A. SPACED 3'-0' APART.

TRANSOM PLATE 48' X 45'
 FLOOR PLATE IN PEAKS 40'

EQUIPMENT.
 B.D.L. 33,800
 POOP, BRIDGE & F $\frac{1}{2}$ L. 11,555

ERECTOR'S 335

EQUIPMENT NO. 35290

2 - BOWER ANCHORS 63 $\frac{3}{4}$ " CWT STOCKLESS
 1 - ANCHOR 54 $\frac{1}{2}$ " 182 CWT STOCKLESS.
 1 - STREAM 17 $\frac{1}{2}$ " EX. STOCK
 1 - KEDGE 7 $\frac{1}{2}$ "

270 FMS 2 $\frac{1}{2}$ " STUD CABLE.
 90 4 $\frac{1}{4}$ " STREAM WIRE
 120 5" TOW LINE, STEEL WIRE
 2 HAWSEYS 90 FMS 2 $\frac{1}{4}$ " STEEL WIRE
 2 WARPS 90 7" MANILA.



SHIP DRAWING OFFICE
 SHIP BUILDING & ENGINEERING CO., LTD.
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 APPROVED BY: [Signature]
 DATED: FEB 15 1921

S.S. "Maushu Kana" 4

Gka. 2784.

MS



© 2021

Lloyd's Register
Foundation

W1313-0029