

HONOLULU MARU.

MIDSHIP SECTION

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

PRINCIPAL DIMENSIONS.

LENGTH B.P.	407'-3"
BREADTH M ⁵	50'-10"
DEPTH M ⁵	32'-7"

RULES NUMERALS.

BREADTH	50.83
DEPTH	32.58
	83.41 TRANS. N ^o
LENGTH	407.25
	33,968.72 LONG. N ^o
d	19.65
$\frac{5}{8}$ TO BR. DK.	10.10
$\frac{5}{8}$ TO UP. DK.	12.50

EQUIPMENT NUMBER.

(B+D) x L	(50.83+32.58) x 407.25 = 33,968.72
POOP	$\frac{3}{4}$ x 39.75 x 7.75 = 23.105
BRIDGE	$\frac{3}{4}$ x 137.25 x 7.75 = 79.777
F ^o LE	$\frac{3}{4}$ x 45.75 x 7.75 = 265.92
CASING	$\frac{1}{2}$ (57.75 x 85) = 245.44
DECK HOUSE	$\frac{1}{2}$ x 25.75 x 300 = 103.00
EQUIPMENT NUMBER	25,611.90

EQUIPMENTS.

3 BOWER ANCHORS (STOCKLESS TYPE)	65 CWTs. EACH. COLLECTIVE WEIGHT 195 CWTs.
1 STREAM ANCHOR (EX. STOCK)	17½ CWTs.
1 KEDGE	7½ CWTs.
270 FATHOMS 2½" DIA. STUD CHAIN CABLE.	
90 " 4½" CIR. STREAM STEEL WIRE WITH REEL.	
120 " 5" " STEEL WIRE TOW LINE WITH REEL.	
2-90 " 2½" " HAWSERS WITH REEL.	
2-90 " 2½" " " " " " " "	
2-90 " 7" " MANILA ROPES, WARP LAID.	
2-90 " 8" " " " " " " "	

BRIDGE DECK HATCHES.
 N^o 3 HATCH (18'-0" x 18'-0") SIDE COAMING PL. 5'0"
 END COAMING PL. 4'4" ANGLE 3½" x 3½" x 5'0"
 N^o 4 HATCH (11'-3" x 18'-0") SIDE COAMING PL. 4'5"
 END COAMING PL. 4'4" ANGLE 3½" x 3½" x 5'0"
 POOP DECK HATCH
 N^o 7 HATCH (12'-3" x 10'-0") SIDE & END COAMING
 PL. 4'4" ANGLE 3½" x 3½" x 5'0"

UPPER DECK HATCHES
 N^o 1 HATCH (27'-0" x 20'-0") SIDE COAMING PL. 5'0"
 END COAMING PL. 4'4" ANGLE 3½" x 3½" x 5'0"
 N^o 2 HATCH (31'-6" x 20'-0") SIDE COAMING PL. 5'0"
 END COAMING PL. 4'4" ANGLE 3½" x 3½" x 5'0"
 N^o 3 HATCH (18'-0" x 18'-0") COAMING 10' x 3½" x 5'0"
 BULB ANG. & PLATE 5'0"
 N^o 4 HATCH (11'-3" x 18'-0") COAMING 10' x 3½" x 5'0"
 BULB ANG. & PLATE 4'5"
 N^o 5 HATCH (27'-0" x 20'-0") SIDE COAMING PL. 5'0"
 END COAMING PL. 4'4" ANGLE 3½" x 3½" x 5'0"
 N^o 6 HATCH (27'-0" x 20'-0") SIDE COAMING PL. 5'0"
 END COAMING PL. 4'4" ANGLE 3½" x 3½" x 5'0"
 N^o 7 HATCH (12'-3" x 10'-0") COAMING 10' x 3½" x 5'0"
 BULB ANG. & PLATE 4'4"

MAIN DECK HATCHES
 N^o 1 HATCH (27'-0" x 20'-0") COAMING 3½" x 3½" x 6'0"
 ANGLE & PLATE 5'0"
 N^o 2 HATCH (31'-6" x 20'-0") COAMING 3½" x 3½" x 6'0"
 ANGLE & PLATE 5'5"
 N^o 3 HATCH (18'-0" x 18'-0") COAMING 3½" x 3½" x 6'0"
 ANGLE & PLATE 5'5"
 N^o 5 HATCH (27'-0" x 20'-0") COAMING 3½" x 3½" x 6'0"
 ANGLE & PLATE 5'5"
 N^o 6 HATCH (27'-0" x 20'-0") COAMING 3½" x 3½" x 6'0"
 ANGLE & PLATE 5'0"

STEM-10½" x 2½" - ROLLED OR FORGED STEEL.
 STERN FRAME- PROPELLER POST 10½" x 7½" RUDDER POST 9" x 7½" - CAST STEEL.
 RUDDER- SINGLE PLATE TYPE
 RUDDER HEAD 11" DIA. 8½" DIA. AT HEEL. 5½" DIA. PINTLE - FORGED STEEL.
 RUDDER PLATE 110" THICK.

FLOORS- 4'0" FOR ½ L. & TO 3'6" AT ENDS. 5'0" IN BOILER SPACE & ORDINARY FLOORS AT ENDS 4'0"
 TRANSOM FLOOR 4'8"

DOUBLE BOTTOM CENTRE GIRDER- 4'3" x 5'0" TO 4'0" AT ENDS. 6'0" IN BOILER SPACE. BUTTS OVERLAPPED
 TREBLE RIVETED. VERTICAL ANGLE 5'5" x 5'6" SINGLE. 6'6" IN BOILER SPACE & 3½" x 3½" x 4'0"
 SINGLE AT ENDS. TOP ANGLE 5'5" x 5'6" TO 5'0" SINGLE. 5'6" IN BOILER SPACE & 3½" x 3½" x 5'0"
 DOUBLE IN ENGINE SPACE. 4'8" DOUBLED FORWARD OF ½ L. & BOTTOM ANGLE
 5'5" x 5'6" TO 5'0" DOUBLE.

SIDE GIRDERS- INTERCOSTAL PLATE 4'0" TO 3'6" 5'0" IN BOILER SPACE. VERTICAL ANGLE 3'3" x 4'0"
 SINGLE. 5'0" IN BOILER SPACE. TOP ANGLE 3½" x 3½" x 4'0" SINGLE. 5'0" IN BOILER SPACE.
 BOTTOM ANG. 3½" x 3½" x 4'0" SINGLE.

REVERSE BARS- 3½" x 3½" x 4'0" SINGLE. 5'0" IN BOILER SPACE.
 4' x 3½" x 4'6" DOUBLED IN ENG. SPACE & 4' x 3½" x 5'0" DOUBLED UNDER BOILER BEARERS.
 FRAME BARS- 3½" x 3½" x 4'0" SINGLE & DOUBLED FORWARD OF ½ L. & COLLISION BULKHEAD.

TANK TOP CENTRE STRAKE- 6'0" x 4'8" TO 3'8" AT ENDS. 5'6" IN BOILER SPACE. 10'0" IN ENGINE SPACE.
 BUTTS OVERLAPPED TREBLE RIVETED FOR ½ L. & TO DOUBLE RIVETED AT ENDS.
 WOOD CEILING 2½" THICK & BATTEN 1½" THICK.

FULL DEPTH GIRDER UNDER PILLAR FOR 2 FRAME SPACE.
 NO MANHOLES TO FLOOR PLATE & GIRDER UNDER PILLAR.
 TANK TOP PLATING MARKED THUS "X" INCREASED .02" ALL FORE AND AFT

FLAT PLATE KEEL- 4'7" x 10'2" FOR ½ L. & TO 7'5" AT ENDS.
 BUTTS DOUBLE BUTTSTRAPPED TREBLE RIV^o FOR ½ L. & TO QUADRUPLE RIV^o OVERLAPPED AT ENDS.
 SHELL- FROM FLAT PLATE KEEL TO UPPER TURN OF BULGE.
 BUTTS OVERLAPPED QUADRUPLE RIVETED FOR ½ L. & TO TREBLE RIV^o AT ENDS.

BRIDGE DECK STRINGER ANGLE- 5'5" x 6'0" & 3½" x 3½" x 3'6" ON POOP & F^oLE.
 BRIDGE DECK STRINGER PLATE- 5'5" x 5'4" & 3'5" x 3'6" AT POOP & F^oLE.
 BUTTS OVERLAPPED TREBLE RIVETED ON BRIDGE &
 DOUBLE RIVETED ON POOP & F^oLE DECK.

BRIDGE DECK BEAM NOT EXCEED 48 FT. LENGTH.
 BRIDGE DECK BEAM- 7'3½" x 4'2" BULB ANG. BEAM KNEE 20' x 20' x 4'2"
 POOP DECK BEAM- 6'3" x 3'12" BULB ANG. BEAM KNEE 17' x 17' x 4'0"
 FITTED ON EVERY FRAME (TWO ROWS OF PILLARS).
 F^oLE DECK BEAM- 9'3½" x 3½" BULB ANG. 8'3½" x 4'6" ANG. BEAM KNEE 25' x 25' x 5'4"
 FITTED ON ALTERNATE FRAMES (TWO ROWS OF PILLARS).

WOOD SPARRING- 6' x 1½" SOFT WOOD. IN COAL & CARGO SPACE ONLY.

UPPER DECK STRINGER ANG.- 5'5" x 6'6" FOR ½ L. & 3½" x 3½" x 4'8" IN
 BRIDGE. 3½" x 3½" x 4'4" AT ENDS & IN POOP & F^oLE.
 SHELL ANGLE- 3½" x 3½" x 4'8" IN BRIDGE & 3½" x 3½" x 4'4" IN POOP & F^oLE.
 UPPER DECK STRINGER PLATE- 6'0" x 6'2" .82" AT ENDS OF BRIDGE. 4'8" IN BRIDGE
 & 3'5" x 4'4" AT ENDS. BUTTS OVERLAPPED QUADRUPLE RIVETED FOR ½ L. &
 TREBLE RIVETED IN BRIDGE & AT ENDS.

UPPER DECK BEAM- 7'3½" x 7½" BULB ANG. & THOSE UNDER ½ L. &
 6'3" x 4'2" BULB ANG. BEAM KNEE 21' x 21' x 4'4"
 FITTED ON EVERY FRAME (TWO ROWS OF PILLARS).

MAIN DECK PLATE- 3'6" FOR ½ L. & TO 3'0" AT ENDS. BUTTS OVERLAPPED
 DOUBLE RIVETED FOR ½ L. & TO SINGLE RIVETED AT ENDS.
 SEAMS SINGLE RIVETED. BUT DOUBLE RIVETED WHERE REQUIRED.

WOOD SPARRING- 6' x 2" SOFT WOOD.

MAIN DECK STRINGER PLATE- 5'8" x 4'8" FOR ½ L. & TO 3'5" x 4'4" AT ENDS.
 4'4" IN WAY OF BRIDGE. BUTTS OVERLAPPED TREBLE RIVETED.
 THROUGH OUT. BUT QUADRUPLE RIVETED WHERE REQUIRED.
 MAIN DECK STRINGER ANGLE- 3½" x 3½" x 4'8" TO 4'4" AT ENDS. NO CONNECTION
 TO REVERSE BAR. SHELL ANGLE- 3½" x 3½" x 4'8" FOR ½ L. &
 TO 4'4" AT ENDS.

MAIN DECK BEAM- 9'3½" x 1½" BULB ANG. & THOSE UNDER ½ L. &
 8'3½" x 1½" BULB ANG. (TWO ROWS OF PILLARS)
 DEEP TANK BEAM- 8'3½" x 1½" BULB ANG. (3 ROWS OF PILLARS)
 FITTED ON EVERY FRAME
 BEAM KNEE- 25' x 25' x 4'6" & DEEP TANK BEAM KNEE- 28' x 28' x 5'0"

FRAMES- SPACED 27" APART & TO 24" AT ENDS.
 IN PEAKS, FRAME BAR 6'3½" x 3'8" ANG. REVERSE
 BAR 3½" x 3' x 3'8" ANG. FORMING 6" GIRDER.

IN HOLDS, FRAME BAR 6'3½" x 5'2" ANG. REVERSE
 BAR 7'3½" x 5'2" ANG. FORMING 9½" GIRDER.
 REVERSE BARS- ALL TO EXTEND UP TO UPPER DECK. BUT IN WAY OF
 F^oLE TO EXTEND UP TO F^oLE DECK & UPPER DECK ALTERNATERY

WOOD SPARRING 6' x 2" SOFT WOOD SPACED 12"

TANK TOP PLATING- 4'0" TO 3'6" IN HOLD. 4'8" IN ENGINE SPACE & 5'6"
 IN BOILER SPACE. BUTTS OVERLAPPED DOUBLE RIVETED FOR
 ½ L. & TO SINGLE RIVETED AT ENDS. SEAMS OF CENTRE STRAKE
 DOUBLE RIVETED & OF REMAINING STRAKES SINGLE RIVETED.
 TANK KNEES- 4'0" TO 3'6" FLANGED BY 3½" ON TOP. 5'0" IN BOILER
 SPACE. FITTED BETWEEN FRAME & REVERSE FRAME.
 MARGIN PLATE- 3'5" x 4'8" .58" IN BOILER SPACE. BUTTS OVERLAPPED
 TREBLE RIVETED FOR ½ L. & TO DOUBLE RIVETED AT ENDS.

TANK SIDE OUTER LUGS- 6'6" x 4'8" SINGLE. .58" IN BOILER SPACE FROM
 COLLISION BULKHEAD TO AFT OF ENGINE BULKHEAD. 3½" x 3½" x 4'0"
 SINGLE ANGLE AT AFT END. 2½" THICK SOFT WOOD.
 TANK SIDE INNER LUGS- 3½" x 3½" x 4'0" SINGLE. 5'0" IN BOILER SPACE
 GUSSET ANG- 3½" x 3½" x 5'0" TO EVERY 2nd FRAME. 6'0" IN B.S.

BRIDGE SIDE PLATING- 4'8" x 6'8"
 BUTTS OVERLAPPED QUADRUPLE RIVETED.
 POOP SIDE PLATING- 3'8"
 F^oLE SIDE PLATING- 4'2"
 BUTTS OVERLAPPED DOUBLE RIVETED.
 6' LAP DOUBLE RIV^o 2½' LAP SINGLE RIV^o AT POOP & F^oLE.

3'4" IN WAY OF BRIDGE. BUTTS OVERLAPPED
 QUADRUPLE RIV^o 4'2" IN WAY OF F^oLE & 3'8" AT
 POOP SIDE. BUTTS OVERLAPPED DOUBLE RIV^o

5½' LAP IN WAY OF BRIDGE & AT BRIDGE ENDS. ① STRAKE
 TO BE CARRIED DOWN TO UPPER DK.

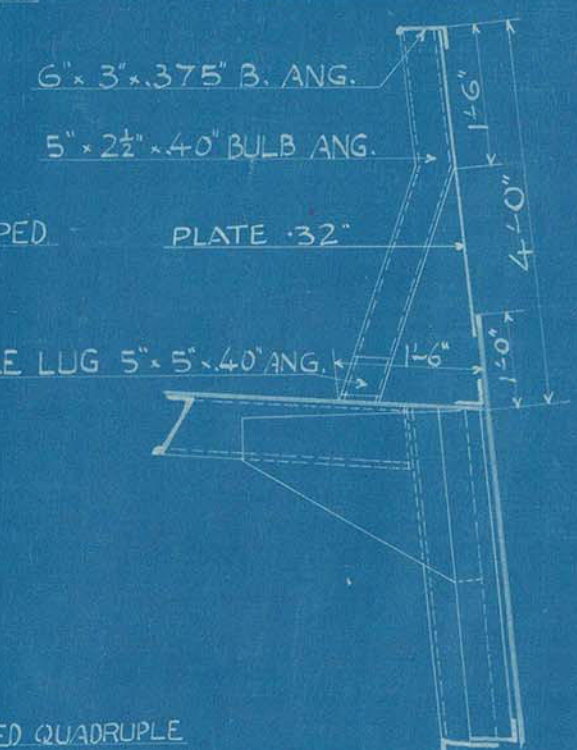
UPPER DECK SHEERSTRAKE- 5'8" x 8'8" FOR ½ L. & TO 4'6"
 AT ENDS. IN WAY OF BRIDGE. 6'4" AT ENDS OF BRIDGE DOUBLED.
 BUTTS OVERLAPPED QUINUPLE RIVETED (OR DOUBLE STRAPPED TREBLE RIV^o)
 FOR ½ L. & TO TREBLE RIV^o IN WAY OF BRIDGE & AT ENDS. WHERE NOT
 EXCEEDING 6'8"

6' LAP DOUBLE RIVETED AT BRIDGE ENDS. 5½' LAP IN WAY OF
 BRIDGE & 4½' AT ENDS.

7'2" FOR ½ L. & TO 4'6" AT ENDS. IN WAY OF BRIDGE 6'4"
 BUTTS OVERLAPPED QUADRUPLE RIVETED FOR ½ L. &
 TO TREBLE RIVETED IN WAY OF BRIDGE & AT ENDS.

6' TO 4½' LAP DOUBLE RIVETED.

BULKWARK STAY.



6' TO 4½' LAP DOUBLE RIVETED.

6'8" TO 4'6" BUTTS OVERLAPPED
 TREBLE RIVETED.

6' TO 4½' LAP DOUBLE RIVETED

6'8" TO 4'6" BUTTS OVERLAPPED QUADRUPLE
 RIVETED TO TREBLE RIVETED.

TANK SIDE IN N^o 1 HOLD.

6' TO 5½' LAP DOUBLE RIVETED.

BULGE KEEL FITTED FOR
 ABOUT 150° AMIDSHIP. 6' x 4' x 4'8" ANGLE.

SINGLE 6' x 6' x 4'8" ANG.
 16' x 16' RIV TO KNEES & TANKTOP

TANK TOP RUN TO SHELL IN N^o 1 HOLD ONLY
 3' x 3'

PROPELLER BOSS PLATE 7'4"

6' TO 5½' LAP DOUBLE RIVETED.

6' TO 5½' LAP DOUBLE RIVETED.

6' TO 5½' LAP DOUBLE RIVETED.

6' TO 5½' LAP DOUBLE RIVETED.

6' TO 5½' LAP DOUBLE RIVETED.

6' TO 5½' LAP DOUBLE RIVETED.

6' TO 5½' LAP DOUBLE RIVETED.

S S HONOLULU MARU

MIDSHIP SECTION



© 2021

Lloyd's Register
Foundation