

MIDSHIP SECTION.

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

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

RULE NUMERALS

|                           |                    |
|---------------------------|--------------------|
| BREADTH                   | 50.83              |
| DEPTH                     | 32.58              |
|                           | 83.41 TRANS. NO.   |
| LENGTH                    | 407.25             |
|                           | 33968.72 LONG. NO. |
| d                         | 19.65              |
| $\frac{1}{10}$ TO BR. DK. | 10.10              |
| $\frac{1}{10}$ TO UP. DK. | 12.50              |

BRIDGE DECK PLATE .40"  
POOP DECK PLATE .30"  
F'CLE DECK PLATE .25" SHEATHED WITH JOREGON PLANE.  
BUTTS OVERLAPPED DOUBLE RIVETED ON BRIDGE  
& SINGLE RIVETED ON POOP & F'CLE.  
SINGLE RIVETED SEAMS ON POOP, BRIDGE & F'CLE.

BRIDGE DECK STRINGER ANGLE—5"x5"x.40" & 3"x3"x.36" ON POOP & F'CLE.  
BRIDGE DECK STRINGER PLATE—55"x34"x.35"x.36" AT POOP & F'CLE.  
BUTTS OVERLAPPED TREBLE RIVETED ON BRIDGE &  
DOUBLE RIVETED ON POOP & F'CLE DECK.

BRIDGE DECK BEAM—7"x3"x.42" BULB ANGLE, BEAM KNEE 20"x20"x.42"  
POOP DECK BEAM—5"x3"x.40" BULB ANGLE, BEAM KNEE 17"x17"x.40"  
FITTED ON EVERY FRAME (TWO ROWS OF PILLARS).  
F'CLE DECK BEAM—8"x3"x.50" BULB ANGLE, BEAM KNEE 25"x25"x.44"  
FITTED ON ALTERNATE FRAMES (TWO ROWS OF PILLARS).  
WOOD SPARRING—6"x6" SOFT WOOD, IN COAL & CARGO SPACES ONLY.

UPPER DECK STRINGER ANGLE—5"x5"x.44" FOR  $\frac{1}{2}$  L. & 3"x3"x.48" IN  
BRIDGE, 3"x3"x.44" AT ENDS & IN POOP & F'CLE.  
SHELL ANGLE—3"x3"x.48" IN BRIDGE & 3"x3"x.44" IN POOP & F'CLE.  
UPPER DECK STRINGER PLATE—60"x62" .82" AT ENDS OF BRIDGE .48" IN BRIDGE  
& 35"x.44" AT ENDS. BUTTS OVERLAPPED QUADRUPLE RIVETED FOR  
 $\frac{1}{2}$  L. & TREBLE RIVETED IN BRIDGE & AT ENDS.

UPPER DECK BEAM—7"x3"x.44" BULB ANGLE, & THOSE UNDER  $\frac{1}{2}$  L. &  
6"x3"x.42" BULB ANGLE, BEAM KNEE 21"x21"x.44"  
FITTED ON EVERY FRAME (TWO ROWS OF PILLARS).

MAIN DECK PLATE—.36" FOR  $\frac{1}{2}$  L. & .50" AT ENDS, BUTTS OVERLAPPED  
DOUBLE RIVETED FOR  $\frac{1}{2}$  L. & TO SINGLE RIVETED AT ENDS.  
SEAMS SINGLE RIVETED.

MAIN DECK STRINGER PLATE—58"x68" FOR  $\frac{1}{2}$  L. & TO 35"x.44" AT ENDS  
.44" IN WAY OF BRIDGE, BUTTS OVERLAPPED TREBLE RIVETED.

MAIN DECK STRINGER ANGLE—3"x3"x.48" TO .44" AT ENDS.  
SHELL ANGLE—3"x3"x.48" FOR  $\frac{1}{2}$  L. & TO .44" AT ENDS.

MAIN DECK BEAM—8"x3"x.48" BULB ANGLE & THOSE UNDER  $\frac{1}{2}$  L. &  
7"x3"x.44" BULB ANGLE (TWO ROWS OF PILLARS).  
DEEP TANK BEAM—7"x3"x.44" BULB ANGLE (3 ROWS OF PILLARS).  
FITTED ON EVERY FRAME.  
BEAM KNEE—25"x25"x.44" & DEEP TANK BEAM KNEE 28"x28"x.50"

FRAMES—SPACED 21" APART  $\frac{1}{2}$  L. & TO 24" AT ENDS.

IN PEAKS FRAME BAR 6"x3"x.38" ANGLE REVERSE  
BAR 3"x3"x.38" ANGLE, FORMING  $\frac{1}{2}$  GIRDER.

IN HOLDS FRAME BAR 6"x3"x.52" ANGLE, REVERSE  
BAR 7"x3"x.52" ANGLE, FORMING  $\frac{1}{2}$  GIRDER.

REVERSE BARS—ALL TO EXTEND UP TO UPPER DECK, BUT IN WAY  
OF F'CLE TO EXTEND UP TO F'CLE DECK & UPPER DK. ALTERNATELY.  
WOOD SPARRING 6"x2" SOFT WOOD SPACED 12".

TANK TOP PLATING—.40" TO .36" IN HOLD, .48" IN ENGINE SPACE & .56"  
IN BOILER SPACE, BUTTS OVERLAPPED DOUBLE RIVETED FOR  
 $\frac{1}{2}$  L. & TO SINGLE RIVETED AT ENDS. SEAMS OF CENTRE STRAKE  
DOUBLE RIVETED & OF REMAINING STRAKES SINGLE RIVETED.  
TANK KNEES—.40" TO .36" FLANGED BY  $\frac{1}{2}$  ON TOP, .50" IN BOILER  
SPACE FITTED BETWEEN FRAME & REVERSE FRAME.  
MARGIN PLATE—.35"x.48", .58" IN BOILER SPACE, BUTTS OVERLAPPED  
TREBLE RIVETED FOR  $\frac{1}{2}$  L. & TO DOUBLE RIVETED AT ENDS.

TANK SIDE OUTER LUGS—6"x6"x.48" SINGLE, .58" IN BOILER SPACE FROM  
COLLISION BULKHEAD TO AFT OF ENGINE BULKHEAD, 3"x3"x.40"  
SINGLE AT AFT END.  $\frac{1}{2}$ " THICK SOFTWOOD.  
TANK SIDE INNER LUGS—4"x3"x.40" SINGLE, .50" IN BOILER SPACE.  
GUSSET ANGLE—3"x3"x.50" TO EVERY 2<sup>ND</sup> FRAME 60" IN BS.  
3" CLOSE CEILING UNDER HATCH WAY.

TANK TOP CENTRE STRAKE—60"x.48" TO .38" AT ENDS.  
.56" IN BOILER SPACE, .60" IN ENGINE SPACE.  
BUTTS OVERLAPPED TREBLE RIVETED FOR  $\frac{1}{2}$  L. & TO  
DOUBLE RIVETED AT ENDS.  
FULL DEPTH GIRDER UNDER PILLAR FOR 2 FRAME SPACES.  
NO MANHOLES TO FLOOR PLATE & GIRDER UNDER PILLAR.  
TANK TOP PLATING MARKED THUS  $\frac{1}{2}$  INCREASED .02" ALL AROUND AFT.

FLAT PLATE KEEL—47"x102" FOR  $\frac{3}{4}$  L. & TO .75" AT ENDS.  
BUTTS DOUBLE BUTTSTRAPPED TREBLE RIVETED FOR  $\frac{1}{2}$  L. & TO  
QUADRUPLE RIVETED OVERLAPPED AT ENDS.

SHELL—FROM FLAT PLATE KEEL TO UPPER TURN OF BILGE.  
BUTTS OVERLAPPED QUADRUPLE RIVETED FOR  $\frac{1}{2}$  L. & TO TREBLE RIVETED AT ENDS.  
BOSSES PLATE .74"

EQUIPMENT NUMBER

|  |             |
|--|-------------|
| (B+D)xL (50.83+32.58)x407.25                 | = 33,968.72 |
| POOP $\frac{3}{4}$ x 59.75 x 7.75            | = 231.05    |
| BRIDGE $\frac{3}{4}$ x 137.25 x 7.75         | = 797.77    |
| F'CLE $\frac{3}{4}$ x 45.75 x 7.75           | = 265.92    |
| CROSSING GALLEY $\frac{1}{2}$ x 57.75 x 8.5  | = 245.44    |
| ON HOUSE & MASTORS RM. 2 (25.75x8.0+7.0x7.5) | = 129.25    |
| EQUIPMENT NUMBER                             | 35638.15    |

EQUIPMENT  
TWO BOWER ANCHORS TO BE 20% HEAVIER THAN RULE REQUIREMENTS.

|                                       |           |
|---------------------------------------|-----------|
| 1 BOWER ANCHOR (STOCKLESS TYPE)       | 76½ CWTs. |
| 1 " " " " " "                         | 76½ " "   |
| 1 " " " " " "                         | 54½ " "   |
| 1 STREAM ANCHOR (EX. STOCK)           | 17½ " "   |
| 1 KEDGE " " " " " "                   | 7½ " "    |
| 2 TO FATHOMS 2" DIA. STUD CHAIN CABLE |           |
| 90 " 4" CIR. STEEL STREAM WIRE        |           |
| 120 " 5" " " WIRE TOW LINE            |           |
| 2-90 " 2½" " " " HAWSERS              |           |
| 2-90 " 2½" " " " " "                  |           |
| 90 " 7" " " " MANILA ROPE WARP LAID   |           |
| 90 " 7" " " " " "                     |           |
| 90 " 8" " " " " CABLE LAID            |           |
| 90 " 8" " " " " " "                   |           |
| 2-20 FATHOMS 1½" CIR. SHURO ROPE      |           |

BRIDGE SIDE PLATING—48"x.48"

BUTTS OVERLAPPED QUADRUPLE RIVETED.

POOP SIDE PLATING—.38"

F'CLE SIDE PLATING—.42"

BUTTS OVERLAPPED DOUBLE RIVETED.

D.R. IN WAY OF POOP & F'CLE.

.64" IN WAY OF BRIDGE, BUTTS OVERLAPPED

QUADRUPLE RIVETED, .42" IN WAY OF F'CLE & .38" AT

POOP SIDE, BUTTS OVERLAPPED DOUBLE RIVETED.

D.R. IN WAY OF BRIDGE.

S.R. " " POOP & F'CLE.

UPPER DECK SHEERSTRAKE—58"x.88" FOR  $\frac{1}{2}$  L. & TO .46"

AT ENDS, IN WAY OF BRIDGE .64" AT ENDS OF BRIDGE DOUBLED.

BUTTS OVERLAPPED QUADRUPLE RIVETED FOR  $\frac{1}{2}$  L. &

TO TREBLE RIVETED IN WAY OF BRIDGE & AT ENDS, WHERE NOT EXCEEDING .68".

D.R.

D.R.

D.R.

D.R.

D.R.

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D.R.

D.R.

D.R.

D.R.

D.R.

D.R.

D.R.

D.R.

D.R.

TANK SIDE IN NO. 1 HOLD

3" FLANGE

36"

6"x4"x.48"

TANK TOP RUN TO SHELL NO. 1 HOLD ONLY.

6"x4"x.48"

6"x4"x.48"

6"x4"x.48"

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6"x4"x.48"



Kaisho Maru  
O Iw 900  
Mid. Section  
Kobe Rpt No 2285



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Lloyd's Register  
Foundation

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