

PRINCIPAL DIMENSIONS.		
LENGTH (L)	505'-0"	
BREADTH MOULDED (B)	64'-0"	
DEPTH (D)	37'-0"	
LOADED DRAFT MOULDED	28'-6"	

SCANTLING NUMERALS.		
1ST LONGITUDINAL NUMBER (L x D)	905 x 37 = 18,685	
2ND " " (L x D)	505 x (64 + 37) = 51,005	
PROPORTION	1/2	13.65 TO UP. DE. 18.88 TO BRIDGE DE.

EQUIPMENTS & EQUIPMENT NUMBER		
EQUIPMENT NUMBER	56263	
LETTER	97	

EQUIPMENTS.		
3-BOWER ANCHOR STOCKLESS COLLECTIVE	298C.WTS	
STREAM ANCHOR ORDINARY EX. STOCK	28	
STUD CHAIN CABLE	330 FMS 2 1/2" DIA.	
S. WIRE FOR STREAM ANCHOR	120 " 6" CIR.	
TOW LINE STEEL WIRE	130 " 7 "	
HAWSER STEEL WIRE	2-100 " 2 3/4 "	
WARPS	2-100 " 2 3/4 "	

FORGINGS & CASTINGS.		
STEM	AS PER PLANS.	
STERN FRAME WITHOUT APERTURE	AS PER PLANS.	

KEEL & SHELL PLATING.		
KEEL PLATE	56' x 98' - 84'	
BOTTOM	72' - 52'	
SIDE	70' - 50'	
BOSS	82'	
SOLE SIDE PLATE	46'	
BRIDGE	" N STRAKE 72' - 42' " M 70' - 42' "	
SHEER STRAKE	84' x 114' - 50' 70' IN WAY	
BELOW SHEER STRAKE	84' x 90' - 50' OF BRIDGE.	

ENGINE CASINGS.		
COAMING PLATE	30' x 36' ON UP & BRIDGE DEKS.	
CASING	" 30' "	
STIFFENER	4' x 3' 4" x 3/8" x 2 1/2" AT ALT. BETWEEN UP & BRIDGE DEKS. 3' x 2 1/2" x 3/2" A.	
" SPACING	30' APART.	

DECK HOUSES.			
	BRIDGE DK.	PROM. DK.	BOAT DK.
PLATE	36' x 45' ENDS.	30' "	30' "
DK ANGLE	6' x 3' 3/4" A.	6' x 3' 3/4" A.	6' x 3' 3/4" A.
STIFFENER	6' x 3' 3/4" A. ATTACHED 3' x 2 1/2" x 3/2" A.	3' x 2 1/2" x 3/2" A.	3' x 2 1/2" x 3/2" A.
SPACE (ABOUT)	30' APART.	30' APART.	30' APART.

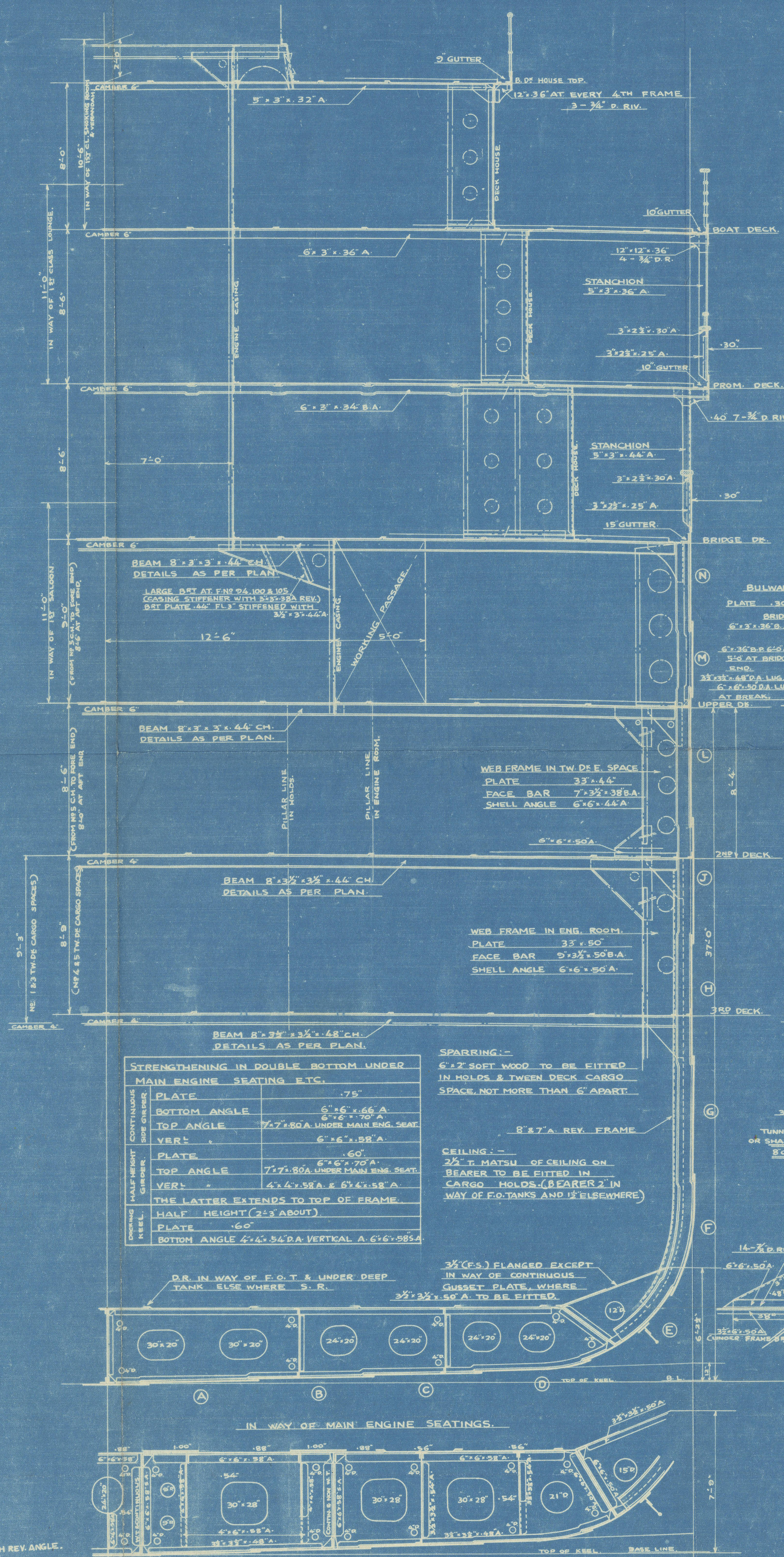
BILGE KEEL (ABOUT 210'-0" AMIDSHIPS)		
BULB PLATE	12' x 50'	
CONNECTING BAR	6' x 6' x 50' TEE	
DEPTH OF GIRDER	15'	

DOUBLE BOTTOM			
	210' - END	ENGINE SPACE	REMARK.
PLATE	48' x 64' - 50'	66' x 64'	UNDERMAIN ENGINE SEATING AS PER SKETCH.
KEEL A.	5' x 5' 6" x 5/8" A.	5' x 5' 6" x 5/8" A.	
TOP ANGLE	3 1/2" x 3 1/2" x 5/8" A.	3 1/2" x 3 1/2" x 5/8" A.	
VERT.	3 1/2" x 3 1/2" x 5/8" A.	5' x 5' 6" x 5/8" A.	
PLATE	48' x 64' - 50'	66' x 64'	THOSE UNDERMAIN ENGINE SEATING AS SPECIFIED ELSEWHERE.
TOP ANGLE	3 1/2" x 3 1/2" x 5/8" A.	3 1/2" x 3 1/2" x 5/8" A.	
BOTTOM	3 1/2" x 3 1/2" x 5/8" A.	3 1/2" x 3 1/2" x 5/8" A.	
VERT.	3 1/2" x 3 1/2" x 5/8" A.	3 1/2" x 3 1/2" x 5/8" A.	
PLATE	48' x 64' - 50'	66' x 64'	5' x 5' 6" x 5/8" A. FOR IN WAY OF ENG. SEATING. 6' x 6' x 58' A.
FRAME	3 1/2" x 3 1/2" x 5/8" A.	3 1/2" x 3 1/2" x 5/8" A.	
REV. FRAME	3 1/2" x 3 1/2" x 5/8" A.	5' x 5' 6" x 5/8" A.	
PLATE	48' x 64' - 50'	66' x 64'	30' APART.
BOUNDARY ANGLE	3 1/2" x 3 1/2" x 5/8" A.	3 1/2" x 3 1/2" x 5/8" A.	
STIFF	3 1/2" x 3 1/2" x 5/8" A.	3 1/2" x 3 1/2" x 5/8" A.	
CENTRE STRAKE	56' x 56' - 48'	56'	BED PLATE UNDER MAIN ENGINE SEAT. BUT STRAKE FOR END & SEAM CONNECTION. 100'
OTHER STR.	48' x 44' - 56'	56'	
MARGIN PL.	57'	57'	
SHELL A.	3 1/2" x 3 1/2" x 5/8" A.	3 1/2" x 3 1/2" x 5/8" A.	6' x 6' x 57' A. IN WAY OF F.O. TANK.

STRENGTHENING OF BOTTOM FORWARD. FROM FORWARD OF 3/4 L. & TO COLLISION BULKHEAD. PITCH OF RIVET IN FRAME TO BE 5 1/2" DIA. TWO COMPLETE ROWS OF BOTH FLANGES) FRAME ANGLE 5' x 5' 6" x 5/8" A. FROM MARGIN PLATE TO MARGIN PLATE. INTL. ADDITIONAL SIDE GIRDER TO BE FITTED AT 2' 0" APART & 1/2 HEIGHT GIRDER EXTENDING AS FAR AS PRACTICABLE. FLOOR PLATE OR INTERCOSTALS ARE NOT TO BE FLANGED. SHELL PLATINGS THREE STRAKES NEXT THE KEEL TO HAVE MIDSHIP THICKNESS 72" MAINTAINED.

FRAMING (MAIN FRAMES) DETAILS AS PER PROFILE.		
PEAKS.	FR. 10' x 3 1/2" x 40' A. EXT. TO BRIDGE OR FOLE DECK CUT & BUTT W. T. PLAT. AND WEB CUT DOWN TO FORM 7 1/2" x 3 1/2" x 40' A. BETW. UP & FOLE DECKS. ALTLY.	
T. RECESS.	FR. 10' x 3 1/2" x 42' A. EXT. TO BRIDGE DECK CUT & BUTT AT T. RECESS. SHAFT SPACE TO 2' 0" T. PLAT. AND WEB CUT DOWN TO FORM 6' x 3 1/2" x 42' A.	
WING F.O.T.	BETW. UP & BRIDGE DECKS. ALTLY.	
IN WAY OF 3RD DE.	FR. 10' x 3 1/2" x 38' A. EXT. TO BRIDGE DE. AND WEB CUT DOWN TO FORM 6' x 3 1/2" x 38' A. BETW. UP & BRIDGE DECKS. ALTLY.	
ENG. ROOM & DEEP F.O.T.	FR. 10' x 3 1/2" x 42' A. EXT. TO BRIDGE DE. CUT & BUTT AT T. PLAT. AND WEB CUT DOWN TO FORM 6' x 3 1/2" x 42' A. BETW. UP & BRIDGE DECKS. ALTLY.	
NO 1 & 2 HOLDS.	FR. 10' x 3 1/2" x 42' A. EXT. TO UP DE. & BRIDGE OR FOLE DECK WHERE FITTED. AND WEB CUT DOWN TO FORM 7 1/2" x 3 1/2" x 42' A. BETW. UP & FOLE DECK ALTLY.	

N.B.:- ALL THE SECTIONS USED THROUGHOUT THE SHIP ARE REVISED BRITISH STANDARD SECTIONS.



BRIDGE DECK		
STRINGER PLATE	6' x 3 1/2" x 40' x 38'	3RD DK (PARTIAL) 34'
" ANGLE	6' x 3 1/2" x 40' A.	3' x 3' 3/4" A.
G.W. WAY	3' x 2 1/2" x 36' A.	3 1/2" x 3 1/2" x 34' A.
PLATE	1 1/2" (CHUCK) (MID) - 30' 30' (CHUCK) (MID) - 30'	30'
WOOD PLANK.	3' x 3' 3/4" x 36' A.	IN WAY OF FORE PEAK & DEEP F.O. TANKS AS PER PLAN.

UPPER DECK		
STRINGER PLATE	UPPER DECK D.P. 32' AT BRIDGE END 69' x 46' - 39' x 36' x 56'	IN WAY OF BRIDGE DE. 69' x 46' - 39' x 36' x 56'
" ANGLE	3 1/2" x 50' A.	3' x 3' 3/4" x 36' A.
SHELL	7' x 11 1/2" - 3 1/2" x 3 1/2" x 44' A.	3 1/2" x 3 1/2" x 46' - 36' A.
G.W. WAY	3 1/2" x 36' A.	3 1/2" x 36' A.
PLATE	1 1/2" (CHUCK) (MID) - 30' 30' (CHUCK) (MID) - 30'	30'
WOOD PLANK	3' x 3' 3/4" x 36' A.	IN WAY OF FORE PEAK & DEEP F.O. TANKS AS PER PLAN.

2ND DECK		
STRINGER PLATE	2ND DECK 66' x 46' - 39' x 36' 66' x 40' - 39' x 36'	IN WAY OF TANK. 40' (30' F.S.) 38' (24' F.S.)
" ANGLE	3' x 3' 3/4" x 36' A.	3' x 3' 3/4" x 36' A.
SHELL	3 1/2" x 3 1/2" x 46' - 36' A.	5' x 5' 6" x 5/8" A. (O.T.) 5' x 5' 6" x 5/8" A. (MID) 5' x 5' 6" x 5/8" A. (F.S.)
PLATE	1 1/2" (CHUCK) (MID) - 30' 30' (CHUCK) (MID) - 30'	30'
WOOD PLANK	3' x 3' 3/4" x 36' A.	IN WAY OF FORE PEAK & DEEP F.O. TANKS AS PER PLAN.

PROM. DE.		
STRINGER PLATE	54' x 40'	42' x 34'
" ANGLE	3' x 3' 3/4" x 36' A.	3' x 3' 3/4" x 36' A.
CURTAIN PLATE	16' x 44'	15' x 40'
G.W. WAY ANGLE	3' x 2 1/2" x 36' A.	3' x 2 1/2" x 36' A.
WOOD PLANK.	3' x 3' 3/4" x 36' A.	3' x 3' 3/4" x 36' A.

FOLE DECK		
STRINGER PLATE	37' x 38'	BOAT DECK CURTAIN PLATE 36'
" ANGLE	3 1/2" x 3 1/2" x 40' A.	3' x 3' 3/4" x 30' A.
G.W. WAY	3' x 2 1/2" x 36' A.	2 1/2" x 2 1/2" x 36' A.
PLATE	30'	25'
WOOD PLANK	3' x 3' 3/4" x 36' A.	2 1/4" TEAK.

TANK SIDE BRACKET.					
	15% L. FROM STEM	IN WAY OF 3RD DE.	WHERE NO 3RD DE.	TUNNEL RECESS & SHAFT SPACE	ENGINE SPACE.
PLATE	EVERY FR.	EVERY FR.	EVERY FR.	EVERY FR.	EVERY FR.
GUSSET TO FRAME	20' x 7/8" x 13' 7/8" D.R.	17' 7/8" D.R.	14' 7/8" D.R.	16' 7/8" D.R.	16' 7/8" D.R.
TO GUSSET	5' 7/8" D.R.	6' 7/8" D.R.	6' 7/8" D.R.	6' 7/8" D.R.	6' 7/8" D.R.
TO MARGIN PLATE	20' x 7/8" x 13' 7/8" D.R.	17' 7/8" D.R.	14' 7/8" D.R.	16' 7/8" D.R.	16' 7/8" D.R.
CONTINUOUS GUSSET PLATE TO BE FITTED IN WAY OF F.O. TANKS & UNDER FUEL OIL DEEP TANKS PLATE 44' NS OF RIVET TO BE 30% INCREASED.					
V. ANG. ON OUTSIDE	6' x 6' x 50' A.	6' x 6' x 50' A.	6' x 6' x 50' A.	6' x 6' x 50' A.	6' x 6' x 50' A.
MARGIN PL. INSIDE	6' x 3 1/2" x 50' A.	6' x 3 1/2" x 50' A.	6' x 3 1/2" x 50' A.	6' x 3 1/2" x 50' A.	6' x 3 1/2" x 50' A.

FRAMING:-	
FRAME SPACING	
PEAKS	24'
FORW. OF 3/4 L. W.	27'
ELSEWHERE	30'
FRAMING DEPTH.	
IN WAY OF 3RD DE (NO 3 HOLDS)	15'-5"
IN WAY OF 3RD DE (NO 4 & 5 HOLDS)	15'-11"
WHERE NO 3RD DECK	24'-8"
ENGINE SPACE	23'-2"
DEEP FRAME ARRANG.	20'-0"
TUNNEL RECESS & SHAFTSPACE	9'-0"
DETAILS OF SCANTLING AS PER CONSTRUCTION PROFILE.	

RIVETING:-		
KEEL PLATE	D. STRAP 3R	D. STRAP 3R
BOTTOM	LAPPED & 4R.	LAPPED & 3R.
SIDE	"	"
SHEER STRAKE	" 5R.	"
BELLOW	" 5R.	"
BRIDGE SIDE	" 4R.	" 2R.
SOLE	"	" 1R.
INNER BOTTOM	LAPPED & 3R.	LAPPED & 2R.
OTHER STRAKE	" 2R.	"
MARGIN PLATE	" 3R.	" 3R.
CENTRE G. PLATE	" 4R.	" 2R.
UP DE STRINGER	D. STRAP 3R.	" 2R.
" PLATE	LAPPED & 4R.	" 1R.
2ND DE STRINGER	" 2R.	" 2R.
" PLATE	" 2R.	" 1R.
3RD DE STRINGER	"	" 2R.
" PLATE	" 1R.	" 1R.
BRIDGE DE STR.	" 4R.	" 2R.
" PLATE	" 2R.	" 1R.
PROM. & BOAT DE STR.	LAPPED & 2R.	"
" PLATE	" 1R.	"

REV. FRAME AND FRAMING IN WAY OF BOSSING:-		
ENG. ROOM & DEEP F.O.T.	REV. FRAME 7' x 3 1/2" x 42' A. TO BE FITTED BELOW 2ND DECK (DEPTH OF GIRDER 12')	
NO 2 HOLD.	REV. FRAME 8' x 3 1/2" x 46' A. (ENOS 47-172) TO BE FITTED BELOW 2ND DECK (DEPTH OF GIRDER 13')	
DEEP FRAME ARRANGEMENT	REV. FRAME 7' x 3 1/2" x 42' A. TO BE FITTED BELOW 3RD DECK (DEPTH OF GIRDER 12')	
BOSSING	6' x 6' x 50' A. WITH 5' x 5' 6" x 5/8" A. REV. ANGLE FORMING 7 1/2" DEPTH OF GIRDER. DETAILS AS PER PROFILE.	

M.V. "TERUKUNI MARU".  
Nagasaki Report No. 1734.  
M.S. YAMAGUCHI MARU

MIDSHIP SECTION.

SCALE 1/4" INCH TO 1 FT

(FINISHED PLAN)



M.V. "TERUKUNI MARU".

Nagasaki Report No.1734.

MIDSHIP SECTION.

SCALE 1/4 INCH TO 1 FT

(FINISHED PLAN)

*T. Katsumi*  
*Feb. 26. 1930.*

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