

LENGTH BETW P.P	=	385' 0"
LOYD'S LENGTH $\frac{1}{2}(L.P.P + CRUISER'S TERN)$	=	385' 0"
BREADTH MOULD.	=	54' 0"
DEPTH -- TO 2' DECK	=	28' 3"
-- -- -- UPPER DECK	=	36' 9"

SINGLE SCREW CARGO SHIP.
VESSEL BUILT TO CLASS: LYOYD 100A1 WITH FREEBOARD
AS COMPLETE SUPERSTRUCTURE SHIP WITH TONNAGE
OPENING AFT. DEPT WATER BALLAST TANK SEE PROFILE
DOUBLE BOTTOM ARRANGED TO CARRY WATER BALLAST
AND OIL FUEL BUNKERS
OIL FUEL OF A FLASHPOINT ABOVE 150° FAHR.
SCANTLING NUMBERS.

$$\begin{aligned} D &= 36.25 \\ L \cdot D &= 385 \cdot 36.25 = 13956 \\ L \cdot (8 \cdot D) &= 385(54 + 36.25) = 34746 \\ \frac{L}{D} &= \frac{385}{36.25} = 10.48 \\ d &= (28.25 \div 3.50) \div \frac{7 \cdot 571}{2} = 24.1 \end{aligned}$$

BELOW UPPER DECK 347.46
HOUSES 338
F' CASTLE & POOP 430
EQUIPMENT N° ~~355.14~~
108

2 BOWER ANCHORS EACH 61 CWT. STOCKLESS
1 AT 50 " "
1 STREAM 22 1/2% INCL STOCK
270 FATHOMS 2 1/2" STD CHAIN CABLE
90 4 1/2" STEELWIRE
120 5"
2 HAWSEYS EACH 90 FATHOMS 8" HEMP OR 2 3/4" STEELWIRE
2 WARPS 90 7" 2 1/2"

BUTTS OF KEEL PLATES OVERLAPPED AND QUADRO FOR $\frac{1}{2}$ LT TO TR. AT ENDS

BUTTS OF STRAKES FROM KEELPLATE TO UPPER TURN OF BILGE TREBLE THROUGHOUT

UPPER TURN OF BILGE TO STRAKE BELOW SHEER STRAKE

TREBLE THROUGHOUT.

H 76

BUTTS OF STEAKSTRAKE AND STRAKE BELOW QUADR. FR. 1/2 TO TR. AT ENDS.

SEAMS OF SHELL PLATING DOUBLE THROUGHOUT

BUTTS OF CENTRE KILL TREBLE THROUGHOUT

.. .. MARGIN PLATE .. 4

.. .. TANK TOP CENTRE STRAKE TREBLE RIV. 1/2 TO DOUBLE AT ENDS

.. .. REM. TANK TOP STRAKES DOUBLE THROUGHOUT

SEAMS OF TANK TOP STRAKES

BUTTS OF SHELTER DECK STRINGER PL. TREBLE THROUGHOUT.

.. .. PLATING DOUBLE FOR 1/2 TO SINGLE AT ENDS

.. .. SECONDODK STRINGER PL. DOUBLE THROUGHOUT.

.. .. PLATING DOUBLE FOR 1/2 TO SINGLE AT ENDS

SEAMS OF UPPER SECONDODK PLATING SINGLE THROUGHOUT

RIVETING THROUGH SIDE FRAMES SHELL PL. 7/8" RIV. 6" DIAM. APART.

.. .. BOTTOM FRAMES .. 7/8" .. 7

.. .. BEAMS TO DECK .. 7

BOTTOM AND REVERSE FR. TO FLOORS AND TANK TOP 7 DIAM. APART

BOTTOM FR. TO FLOORS AND SHELL IN FLAT OF BOTTOM FORM OF
1/2 FORM. SPACED 5" DIAM. IN EACH ROW.

SHELL FLANGE OF FRAMES IN FORE AND AFT PEAKS AND SIDE TANKS
5 1/2 DIAM. APART. SAME IN DEEP WATER BALLAST TANK.

FLOOR FLANGE OF FRAMES IN AFT PEAK 5 DIAM. APART.

15 1/8" R.

5

	UPPERDECK	SECONDECK
PILLARS	ONE ROW	ONE ROW
BEAM SPACING	ON EVERY FRAME	ON EVERY FRAME
BEAMS	SEE PROFILE	SEE PROFILE
BRAKETS	3" DEPTH OF BEAMS 44 THICK	3" DEPTH OF BEAMS 46 THICK
HATCH END BEAMS	SEE PROFILE	SEE PROFILE
SPRINGER PLATE	78, 49 FRAME 1 TO 35, 42 AT ENDS	81, 37 TO 35, 34 AT ENDS
WIND ANGLE	5, 5, 62 FRAME 1 TO 35, 34, 42	34, 34, 40 TO 35, 34, 34 AT ENDS
DECK PLATING	43, INSIDE LINES OF HATCHES 37, TO 34	35 WITHIN LINE OF HATCHES 37 TO 30
ANGLE INSIDE FRAMES		3, 5, 35 TO 3, 5, 34

DOUBLE BOTTOM PLATES				
	% L AM	AT	MOT. BEAM	REMARKS
CENTRE GIRDER	42" .54	44"	.54"	FLOORS SOLID IN MOISTURE Room AND FORWARD OF 3% FORWARD ON EVERY THIRD TR ELSEWHERE
SIDE GIRDER	.40"	.40"	.40"	
FLOORS	.40"	.40"	.40"	
TANKTOP CENTRE ST	52" .52"	.42"	.50"	
-- REM --	.42	.35	.50"	
MARGIN PLATE	38" .52"	.52"	.52"	
FRAME BRACKET	.48"	.48"	.45"	
WATER TIGHT FLOORS .48" STIFFENED BY 5" x 3" .38" x SPACE 30" APART				
CONTINUOUS GUSSET PLATE .40" FOR WHOLE LENGTH WITH 7 3/4" RIVETS.				

DOUBLE BOTTOM ANGLES					REMARKS
	° L AMOKE	AT ENDS	IN MIDDLE		
CENTRE GIRDLE BOTTOM	6° 6' . 58'	3° 3' . 59'	6° 6' . 58'	SINGLE (DOUBLE FEELS 1/2 FEW)	
TOP	3 1/2 3/8" . 52'	3 3/8 3/4" . 52'	3 3/8 3/4" . 52'	DOUBLE THROUGHOUT	
VERTICAL	3 3/8 3/4" . 42'	3 3/8 3/4" . 42'	3 3/8 3/4" . 42'	SINGLE BUT DOUBLE IN MOTOR ROOM	
SIDE GIRDER HORIZONTAL					
VERTICAL	3° 3' . 35'	3° 3' . 38'	3° 3' . 35'	DOUBLE THROUGHOUT	
MARGIN ANGLE	3 1/2 3/8" . 52'	3 3/8 3/4" . 52'	3 3/8 3/4" . 52'		
MARGIN VERTICAL LUGS OUTSIDE	3 3/8 3/4" . 42'	3 3/8 3/4" . 42'	3 3/8 3/4" . 42'	DOUBLE	8 3/8" IN EACH FLANGE
INSIDE				SINGLE	
FRAMES WHERE SHIP FLOOR		3 3/8 3/4" . 42' AMP 6° 6' . 42' FEW	3 3/8 3/4" . 42'		
OPEN	10 . 3/4" . 42'	10 . 3/4" . 42'	10 . 3/4" . 42'	single from 1/2 FEW	
REVERSER SOLID	3 3/8 3/4" . 42'	3 3/8 3/4" . 42'	3 3/8 3/4" . 42'	BUT DOUBLE IN MOTOR ROOM	
OPEN	9 . 3/4" . 42'			THROUGHOUT	

SCANTLINES

STEM 9 1/2" REDUCED TO 9 1/4" FROM L.W.L. TO TOP
FOR STERN POST. A RUDER SEE SPECIAL DRAWING

FRAMES SPACING 30" BUT 24" IN PEAKS AND 27"
FORW. OF 3/4 L FORW.

FRAMES IN PEAKS 8' 3" 36"

FRAMES AFT BETW. TUNNEL RECESS & 2' DECK 10' 3/4" 40"

BELOW TUNNEL RECESS 8' 3" 48"

FRAMES ELSEWHERE 12' 3/4" 56" ALTERNATIVELY TO SECOND* AND UPPER* BUT CUT DOWN TO
7/8" IN TW DECKS. FORW. OF 1/2 FORW. AFT OF 3/4 AFT EVERY FRAME TO UPPER* CUT
DOWN TO 7/8" AND 4" ALTERNATIVELY OUTSIDE COLLISION BULKHDS. ALL PEAK* TO UPPER* AFT AND F* CAILED* FORW.
FLOORS OUTSIDE DOUBLE BOTTOM 40" TRANSOM PLATE 42" 50"

TUNNEL PL. 38" CURVED PL. 32" BELOW HATCHES 41" OR COVERED WITH 2" WOOD

TUNNEL STIFFENERS 6" 3/2" SPACED 36" APART
FOR FRAMES IN DEEPWATER BALLAST TANK SEE PROFILE

SIDE FRAMES TO UPPER DECK AT HATCH END BEAMS

5. 1/4 L FLOW 7' 13" FRAMES IN SHELTHERDECK CUT DOWN TO 7 1/4" 5" ALTERNATIVELY AND FORW. OF FR. 140 TO COLLISION BULKH. ALL FRAMES IN SHELTHERDECK CUT DOWN TO 5"

WEFRAME IN MOTORROOM
PLATE 28' . 44'
FACE BAR 7' 3' . 50' SINGLE
SHELL \times 3' 1/2' 3' 1/2' . 44' SINGLE

CENTRELINE BULKH. -30"
STIFFENERS ON EVERY 2' FRAME
SEE PROFILE

PROPELLER BOSS PLATES . 66"

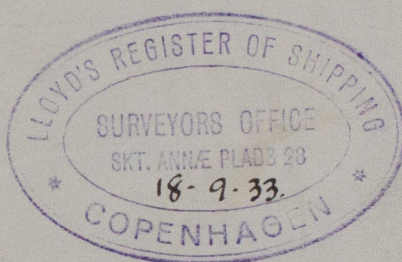
SKETCH OF CONTINUOUS GUSSET PL.

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COPENHAGEN, DATE:

MIDSHIP SECTION.

PR. YARD N^o 582.33.

MESSRS BURMEISTER & WAIN.



M. S. "Høegh Merchant"

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