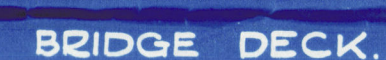


SCALE $\frac{1}{16}" = 1'-0"$



W 11 - 90° AT POOP FRONT & BRIDGE ENDS.

* ANGLE $6^{\circ} 6' \cdot 58$ FOR $\frac{1}{2}L$ TO $3\frac{1}{2}' \cdot 3\frac{1}{2}" \cdot 42^{\circ}$ AT ENDS.

DECK LONGITUDINALS $7 \times 3\frac{1}{2}" \times .40$ B.A. SPACED $30'$ APART, & $7 \times 3\frac{1}{2}" \times .42$ B.A. SPACED $33\frac{1}{2}'$ & $33'$ APART.

UPPER DECK PLATING .45" TO .34" AT ENDS (+.04" IN WAY OF MAIN OIL CARGO TANKS.) +.02" IN WAY OF 33' & 33½' SPACING OF LONGS. MIDSHIP THICKNESS OF DK. PLATING CARRIED INTO POOP.



✓ DK PLATING TO BE INCREASED AT OPENINGS EXCEEDING 4'-6" IN WIDTH PER SEC^N 10. CL.1, PARAGRAPH 6 OF THE RULES FOR VESSELS CARRYING PETROLEUM IN BULK.

SUMMER TANK O.T. HATCHES 8'-1" x 4'-7", 30° COAMING.
MAIN " " " 6'-0" x 4'-0" x 12" "

SEE MIDSHIP SECTION FOR SCANTLINGS IN WAY
OF 20'-0" TANK.



SECOND DECK STRINGER PLATE .42 FOR 1/2 L TO .34 AT ENDS
ANGLE 6' x 6' x 44' TO 3 1/2' x 3 1/2' x 34 AT ENDS

DECK PLATING 40' FOR 1/2 L TO .30 AT ENDS
LONGITUDINALS 8' x 3 1/2' x .40 & AS
SPACED 30' APART.

M.S. Yenangyaung.

Swan Hunter No 1531

Profile & Deck
as Built

M.S. "Yenangyaung".
NEWCASTLE ON TYNE.

Report No. 95349.

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