

Suitable doublers, stiffening and supports to be arranged as necessary to Sarve/or's satisfaction, in way of steering gear, deck machinery, masts, rigging, boats and davits, masts and derrick posts, etc.

"Any openings not shown on this approved plan which may be cut in rule decks or shell plating are to be properly framed and adequate compensation provided to the members' satisfaction. The loss of sectional area of longitudinal material is to be restored by doubling or increased thickness of plating in way of, and around, such openings. Adequate compensation is also to be fitted for the cutting of other strengthening members in the structure as may be necessary."

%SUDOIMPORT U.S.R. 35,000 <sup>MT</sup> %OIL TANKER (FOR APPROVAL) CONSTRUCTION PROFILE (FOR RETURN AFTER APPROVAL) DECK PLAN (SHEET - 1) LLOYD'S REGISTER OF SHIPPING (KEY PLAN)	
DIMENSIONS: 150.50' x 26.62' x 15.00' (54.76' x 8.09' x 4.92')	
SCALE	1 INCH = 20 FEET GLASS LETTERS
HULL SHAPE	DISCRETE SECTION CONCAVE TRANSVERSE
HOBSON	HERBERT
MANAGER	<i>[Signature]</i>
CHIEF	<i>[Signature]</i>
HEAD	<i>[Signature]</i>
CHECKED	<i>[Signature]</i>
DRAWN	<i>[Signature]</i>
DATE	MAY 28 <sup>TH</sup> 1968
REG. NO.	
MITSUBISHI SHIPBUILDING AND ENGINEERING CO., LTD. TOKYO, JAPAN.	
H-145-6	DWG. NO.
DN.	C. 31
0027-1	CLOTH N°
(637071)	



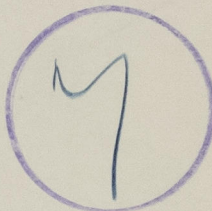
"LUGANSK"

★  
MITSUBISHI S.B. & ENG. CO, HIROSHIMA. NO 145

CONSTRUCTION PROFILE & DECK PLAN  
(SHEET 1)

TO BE ATTACHED TO CII REPT NO

RECORDS DEPT.,  
LONDON.



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