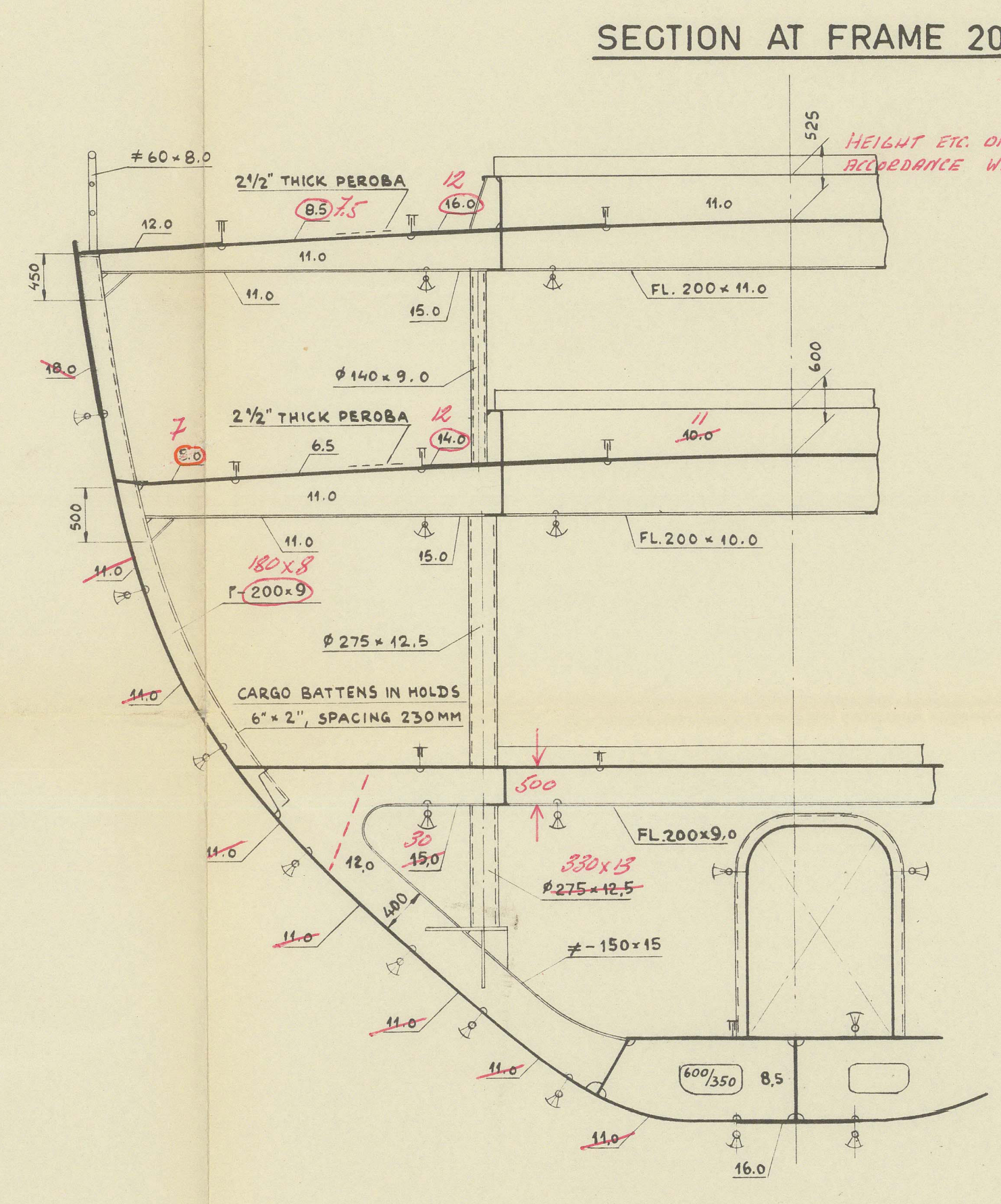
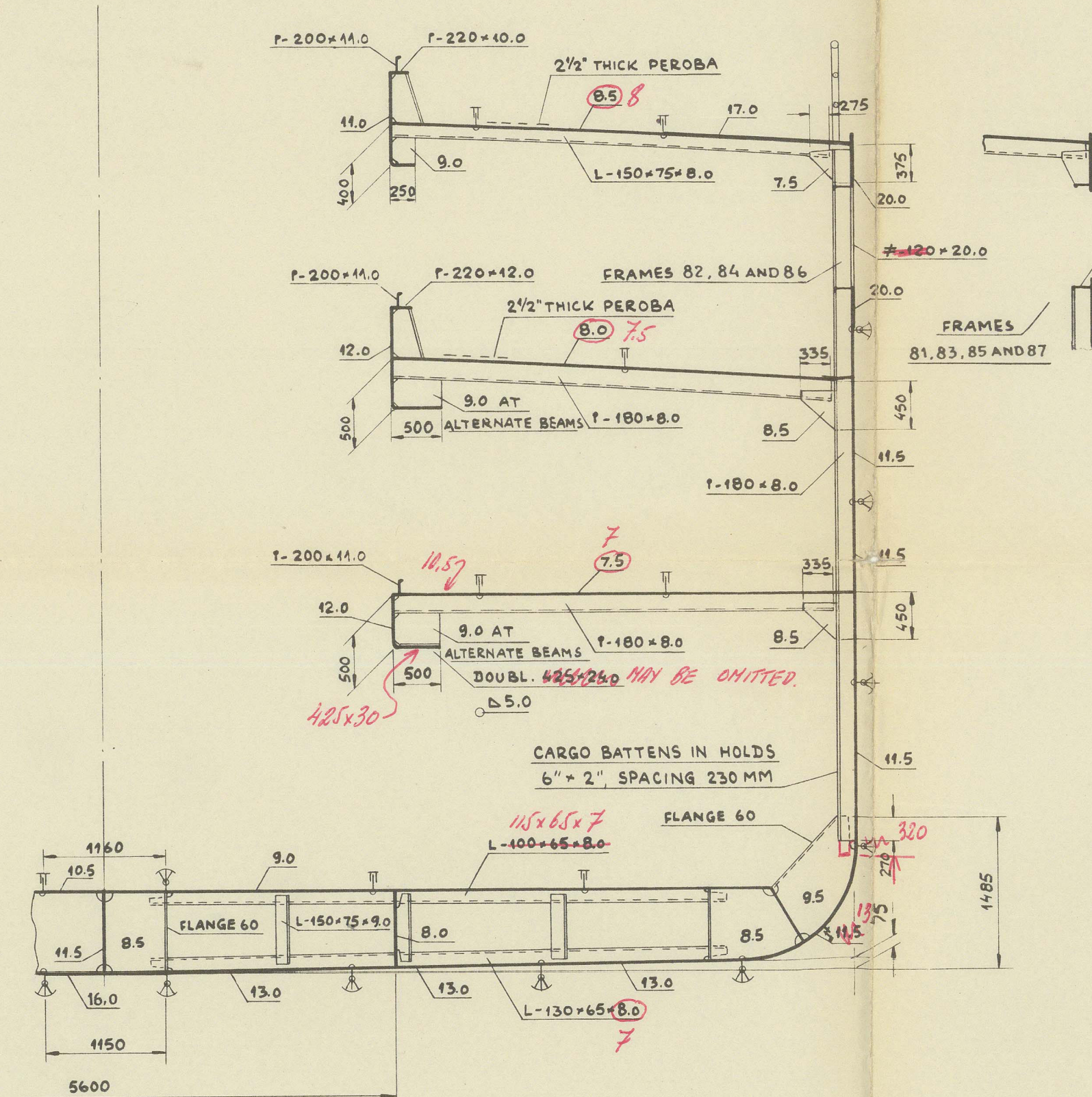


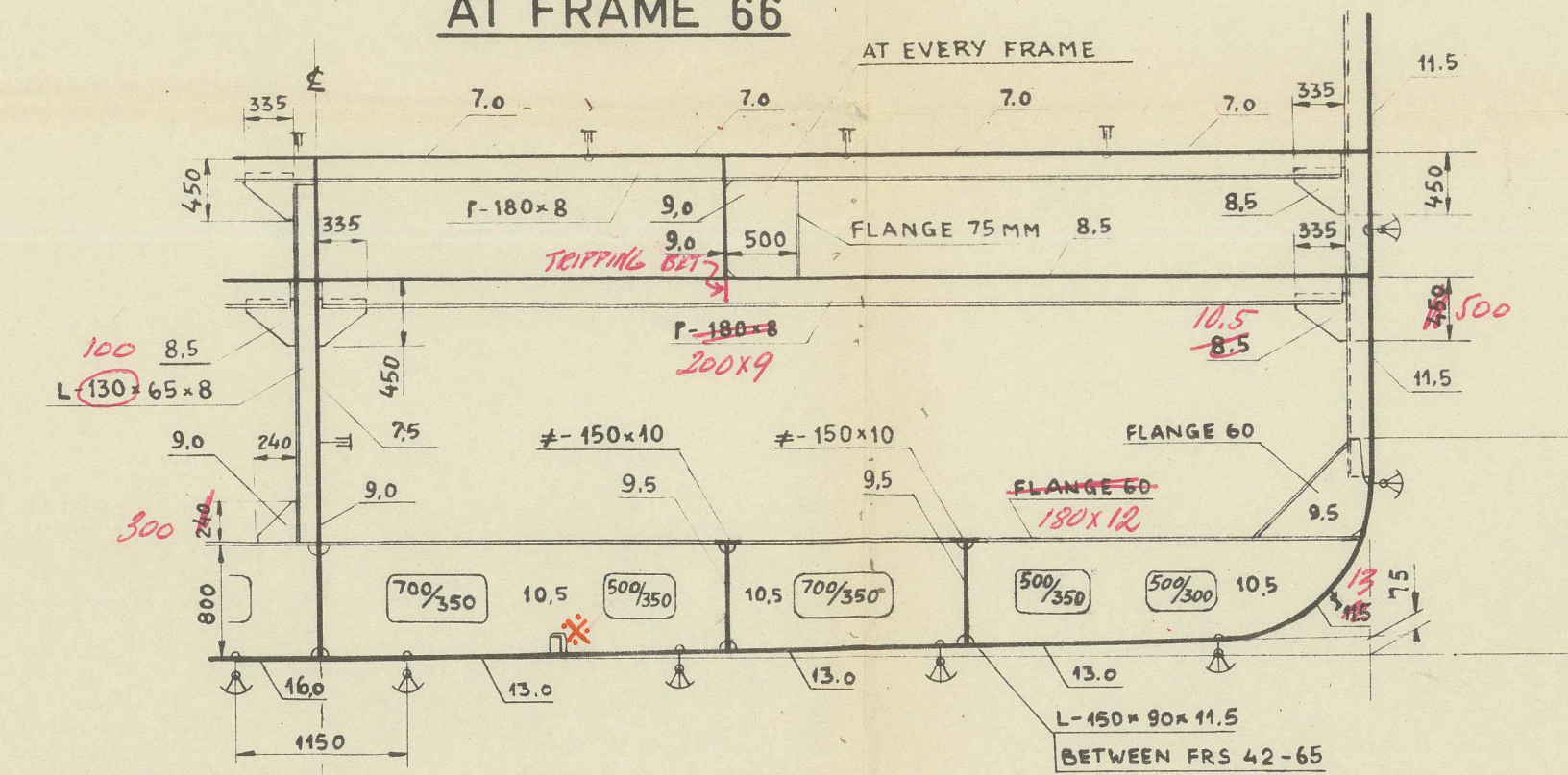
SHELL EXPANSION TO BE SUBMITTED.



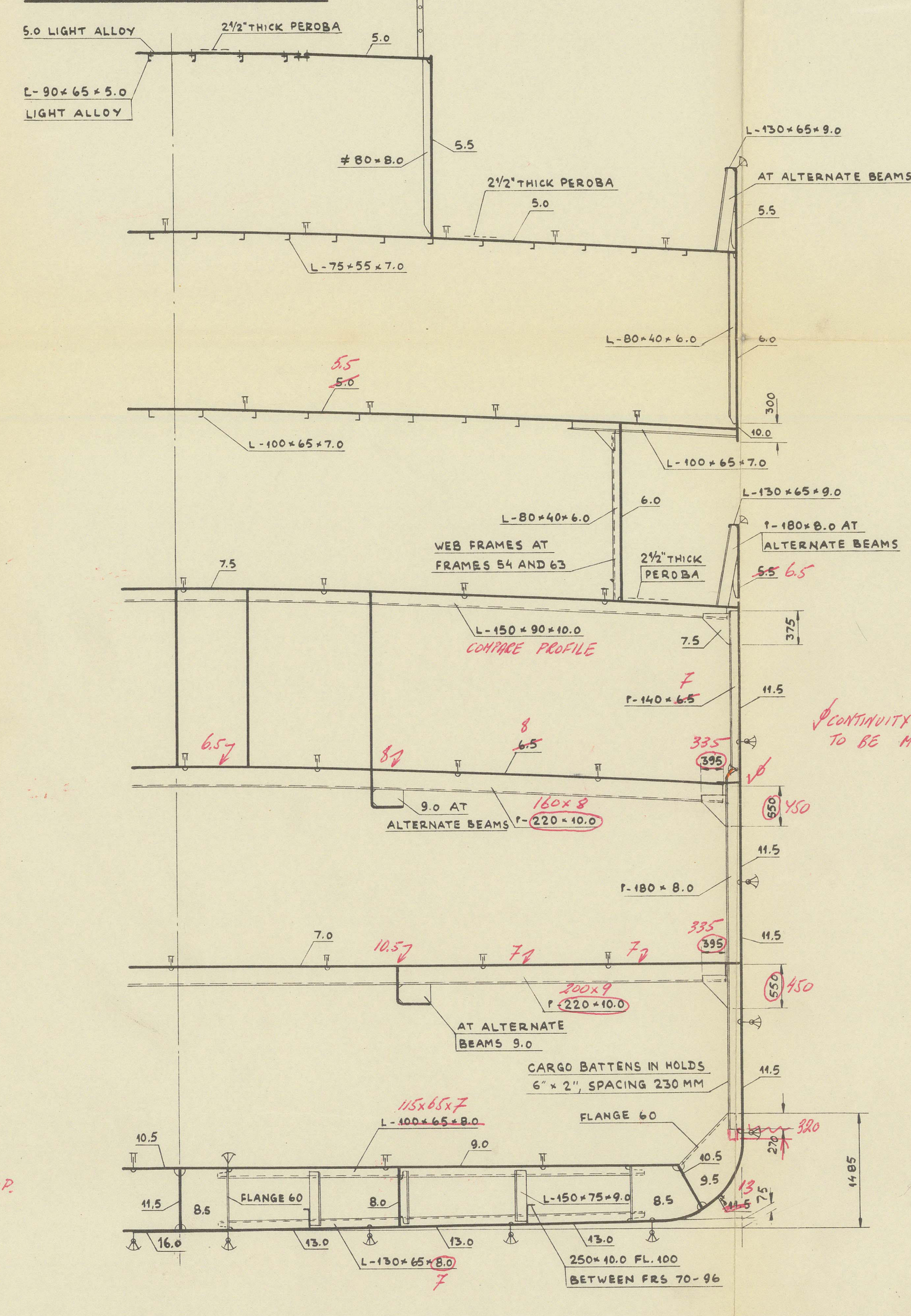
SECTION AT FRAME 85



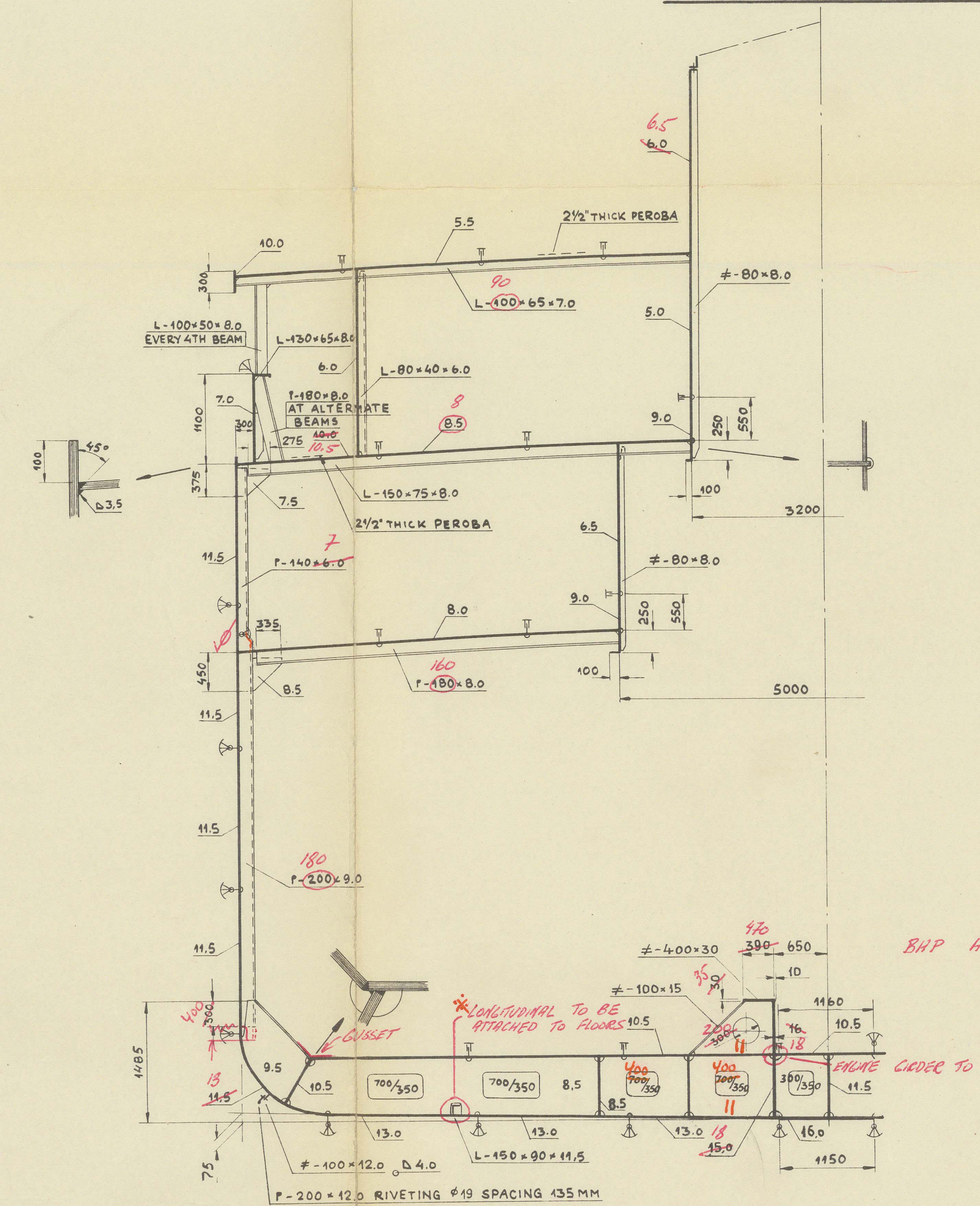
SECTION THROUGH DEEP TANK AT FRAME 66



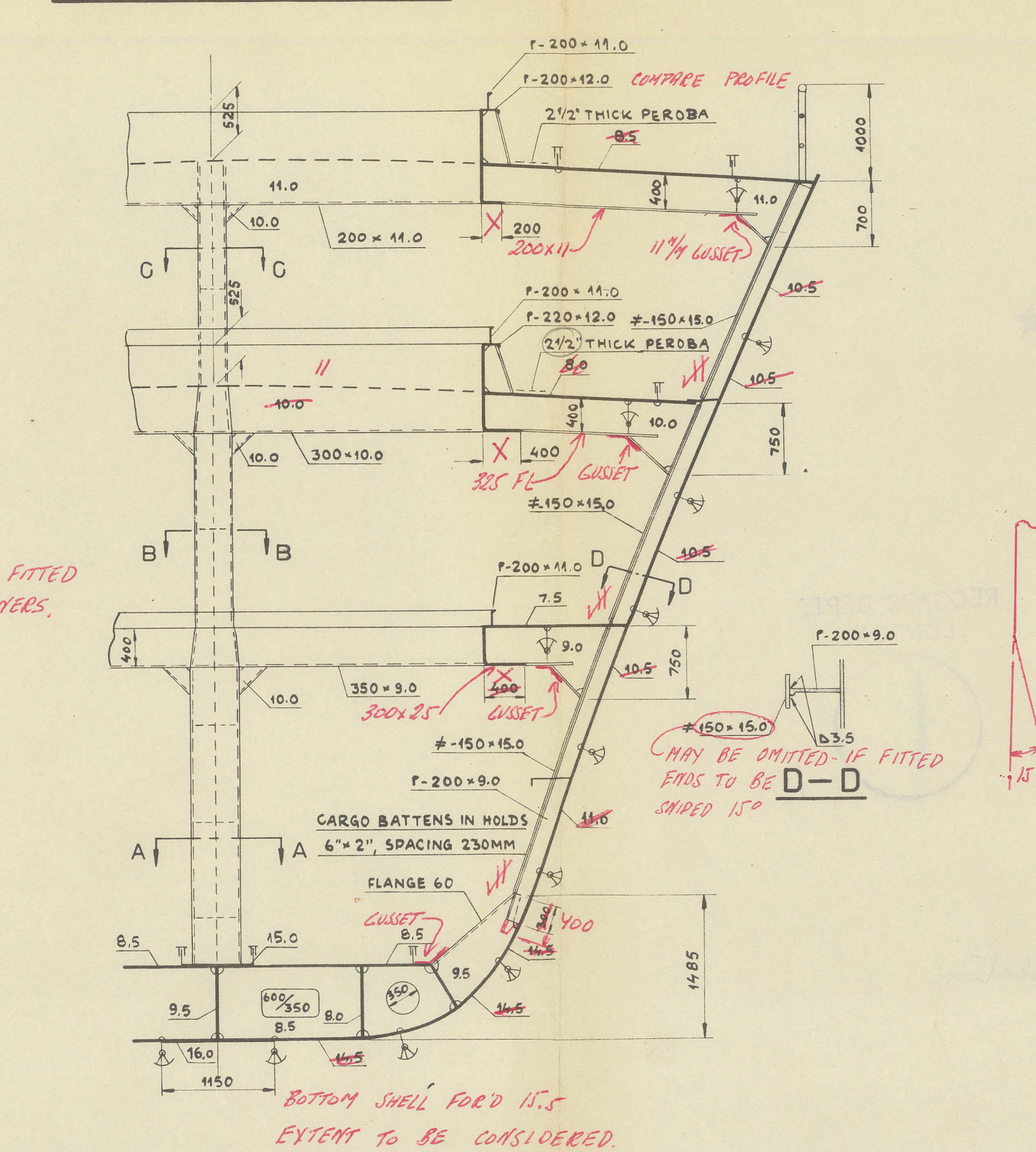
SECTION AT FRAME 72



SECTION AT FRAME 48



SECTION AT FRAME 120



DIMENSIONS:

LENGTH BETWEEN P.P.	90,00 M
BREADTH MOULDED	14,40 M
DEPTH TO SHELTER DECK	7,95 M
DEPTH TO MAIN DECK	5,65 M
DEPTH TO TWEEN DECK	3,35 M
HEIGHT OF DECKHOUSES	2,30 M
DRAUGHT	4,15 M

TYPE: SHELTER DECKER PASSENGER-CARGO SHIP

CLASS: LLOYDS REGISTER OF SHIPPING 100 A1

FRAME SPACING BETWEEN FRAMES 8-128 660 MM
FRAME SPACING IN PEAKS 610 MM

EQUIPMENT:
FOR THE HULL, NUMBER = $L(B+d) + 0.85 L(D-d) = 1961$
FOR OTHER ERECTIONS, NUMBER = $0.75 (1 \times h) \times 1.1 = 111$
NUMBER FOR EQUIPMENT = 2072
TOTAL NUMBER TO BE RECORDED IN CERTIFICATE OF SHIP = 2072 + 111 = 2183

THREE STOCKLESS BOWER ANCHORS TOTAL WEIGHT 6075 KG
STUD LINK CHAIN GABLE, LENGTH 440 METRES, DIAMETER 410 MM (SPECIAL STEEL)
TOWLINE LENGTH 185 METRES, BREAKING STRENGTH 38470 KG
THREE MOORING ROPES, LENGTH OF EACH 185 METRES, BREAKING STRENGTH 15330 KG

SHELL PLATING:

KEEL PLATE WIDTH 1150 MM	16.0 MM
0.4L AMIDSHIPS BOTTOM PLATING FROM KEEL TO LOWER TURN OF BILGE	13.0 MM
0.4L AMIDSHIPS SIDE SHELL PLATING FROM LOWER TURN OF BILGE TO SHEERSTRAKE	11.5 MM
0.05L AT ENDS BOTTOM AND SIDE SHELL PLATING	10.0 MM
0.05L - 0.25L AT FORE END THREE STRAKES FROM KEEL PLATES CONNECTED TO THE STERNFRAME	12.0 MM
SHEERSTRAKE 1/4L AMIDSHIPS	11.5 MM
AT ENDS	20.0 MM
SHEERSTRAKE IN WAY OF OPENINGS (ABT. 5000MM x 760MM) AMIDSHIPS	18.0 MM
AT ENDS	18.0 MM

DOUBLE BOTTOM:

CENTRE GIRDER	0.4L AMIDSHIPS	11.5 MM
	0.1L AT ENDS	9.5 MM
MARGIN PLATE	IN HOLDS	10.5 MM
	IN MACHINERY SPACE	8.5 MM
FLOORS		10.5 MM
W.T. FLOORS		10.5 MM
SIDE GIRDER	IN MACHINERY SPACE	8.5 MM
	IN HOLDS	8.0 MM
INNER BOTTOM PLATING MIDDLE LINE STRAKE	0.4L AMIDSHIPS	10.5 MM
	0.1L AT ENDS	9.0 MM

BREADTH OF MIDDLE LINE STRAKE 1160 MM

INNER BOTTOM PLATING REMAINDER	0.4L AMIDSHIPS	9.0 MM
	0.1L AT ENDS	8.5 MM
	IN ENGINE ROOM	10.5 MM

IN HOLDS THERE WILL BE CEILING ON DOUBLE BOTTOM. THICKNESS 65 MM.
TWO LONGITUDINAL STIFFENERS ON BOTTOM SHELL 0.4L AMIDSHIPS, SB AND BB, L-150 x 90 x 115
SCAFFOLDING AT THIS TO BE CONSIDERED ON PLAN OF SHELL EXPANSION, OR 250 x 100 FL 100

BRACKET FLOORS:
BOTTOM FRAMES L-130 x 65 x 80
REVERSED FRAMES L-100 x 65 x 80
BRACKETS, 800MM x 600MM, FLANGE 60, THICKNESS 8.5MM, STRUTS L-150 x 75 x 90

WELDING:

CENTRE GIRDER TO THE KEEL PLATE	0.4L AMIDSHIPS	5.0
	0.1L AT ENDS	4.5
CENTRE GIRDER TO INNER BOTTOM	0.4L AMIDSHIPS	5.5
	0.1L AT ENDS	5.0
W.T. AND O.T. FLOORS TO CENTRE GIRDER		5.5
	TO SHELL PLATING	5.5
	TO INNER BOTTOM	5.5
	TO INNER BOTTOM IN ENGINE ROOM	5.5
FLOORS TO INNER BOTTOM UNDER ENGINE	ELSEWHERE	5.0
	ELSEWHERE	5.0
FLOORS TO SHELL PLATING IN FORWARD 0.25L	IN PEAKS	5.0
	ELSEWHERE	5.0

MARGIN PLATE TO SHELL PLATING

FRAMES TO SHELL PLATING ELSEWHERE	4.5
	4.5
BEAMS TO DECK ELSEWHERE	4.5
	4.5
AT CROWN OF PEAK TANKS, DEEP TANKS AND OIL FUEL TANKS	4.5

DECK GIRDERS TO DECK

BOUNDARY CONNECTIONS OF W.T. BULKHEADS	4.5
STIFFENERS OF W.T. BULKHEADS	4.5
FLOORS TO SIDE GIRDERS	5.0
SIDE GIRDERS TO SHELL PLATING	5.0
SIDE GIRDERS TO INNERBOTTOM	5.0
DECKHOUSES TO SHELTER DECK	5.0

The flash point of the oil fuel to be above 60.5°C and the remaining requirements of Section 20 of the Rules 19.51 to be complied with so far as they are applicable.

The scantlings are suitable for a summer moulded draught of 4.15 METRES

YARD NO 242

VALMET Oy

MIDSHIP SECTION

2200 DWT PASSENGER-CARGO SHIP

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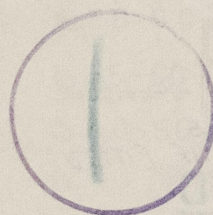
WAJABULA
Ex.



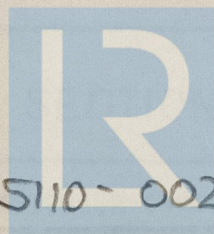
" HALMAHERA



RECORDS DEPT.
LONDON.



midships section



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