測ル肋骨ガ船舶ノ形狀ヨリ附加強力ヲ得ルトキハ f_1 ノ値ニ付相當ノ斟酌ヲ爲スモノトス

f_2 ハ K ニ應ズル係數トシ K ハ舷ニ於ケル最下層梁ノ上面ヨリ舷ニ於ケル乾舷甲板ノ上方二メートル二八六ノ點迄又船樓アルトキハ舷ニ於ケル乾舷甲板ノ上方三メートル八一ノ點迄ノメートルニ依ル垂直距離トス（第二圖參照）f_1 及 f_2 ノ値ハ左ノ表ヨリ求ム

point midway between the top of the floor at centre and the top of the floor at side. Where the frame obtains additional strength from the form of the ship, due allowance is made in the value of f_1.

f_2 is a coefficient depending on K, which is the vertical distance in feet from the top of the lowest tier of beams at side to a point 7 feet 6 inches above the freeboard deck at side, or, if there is a superstructure, to a point 12 feet 6 inches above the freeboard deck at side (see Figure 2). The values of f_1 and f_2 are obtained from the following tables :—

メートル ニ依ル H	0	2·133	2·743	3·353	3·962	4·572	5·182	5·791	6·401	7·01	7·62
f_1	19050	23283	26458	31750	40217	50800	62442	76200	91017	107950	124883

メートル ニ依ル K	0	1·524	3·048	4·572	6·096	7·62	9·144	10·668	12·192
f_2	0	1058	2117	4233	6350	9525	13758	19050	25400

中間ノ値ハ挿間法ニ依リ之ヲ求ム

H in feet… …	0	7	9	11	13	15	17	19	21	23	25
f_1 … … …	9	11	12.5	15	19	24	29.5	36	43	51	59

K in feet… …	0	5	10	15	20	25	30	35	40
f_2 … … …	0	0.5	1.0	2.0	3.0	4.5	6.5	9.0	12.0

Intermediate values are obtained by interpolation.

右ノ算式ハDガ四メートル五七若ハ十八メートル二九ノ又ハ其ノ中間ニBガ$\frac{L}{10}+1.52$若ハ$\frac{L}{10}+6.10$又ハ其ノ中間ニ$\frac{L}{Ds}$ガ一〇若ハ一三・五又ハ其ノ中間ニ在リ且肋骨ノ外面ヨリ第一梁柱列ノ中心迄ノ水平距離ガ六メートル一〇ヲ超エザルトキニ適用セラルヘシ

普通ノ形狀ノ一層甲板船ニ在リテHガ五メートル四九ヲ超エザルトキハ前記方法ニ依リ決定セラレタル肋骨抵抗率ニハ係數f_3ヲ乘ズ

$$f_3 = 0.50 + 0.05\left(\frac{H}{0.305} - 8\right)$$

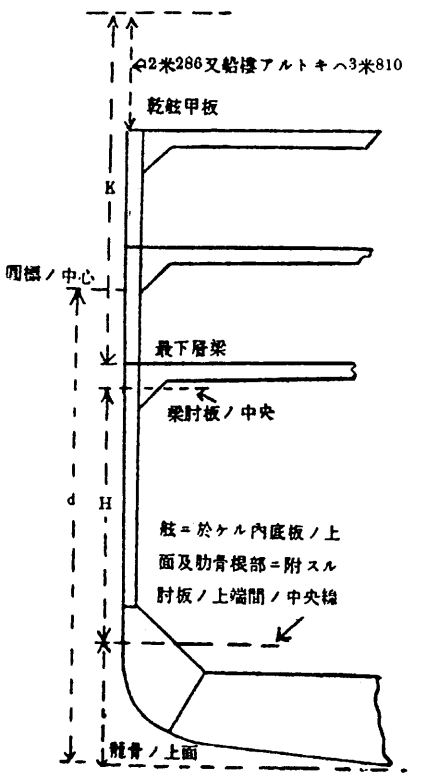
This formula applies where D is between 15 feet and 60 feet, both inclusive, B is between $\frac{L}{10}+5$ and $\frac{L}{10}+20$, both inclusive, $\frac{L}{Ds}$ is between 10 and 13.5, both inclusive; and the horizontal distance from the outside of the frame to the centre of the first row of pillars does not exceed 20 feet.

In single deck ships of ordinary form, where H does not exceed 18 feet, the frame modulus determined by the preceding method is multiplied by the factor f_3 where.

$$f_3 = .50 + .05(H - 8).$$

肋骨ノ外面ヨリ第一梁柱列ノ中心迄ノ水平距離ガ六メートル一〇ヲ超ユルトキハ指定機關ノ十分ナル附加強力ガ與ヘラレアルコトヲ確ムベシ

第　二　圖



Where the horizontal distance from the outside of the frame to the centre of the first row of pillars exceeds 20 feet, the Assigning Authority is to be satisfied that sufficient additional strength is provided.

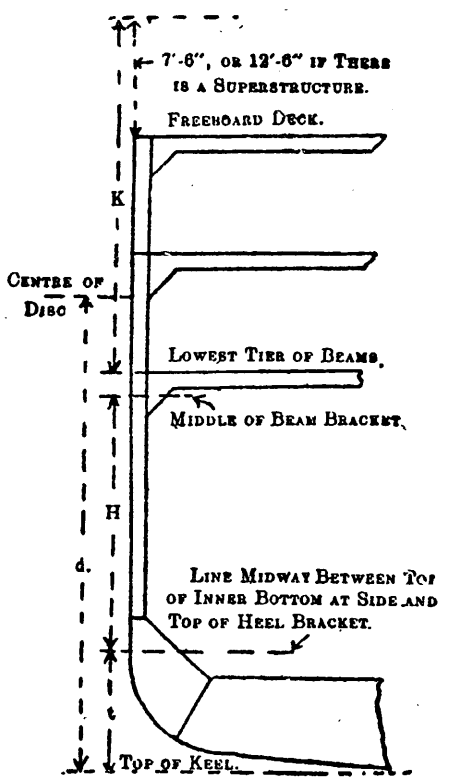


FIGURE 2.

船　樓

第三十八規則　船樓ノ高サ

船楼の高さ

船樓ノ高サハ船樓甲板ノ上面ヨリ乾舷甲板梁ノ上面迄測リタル最小垂直高ヨリDト型深（第三十四規則及第三十五規則参照）トノ差ヲ減ジタルモノトス

第三十九規則　船樓ノ標準ノ高サ

船楼の標準の高さ

低船尾樓ノ標準ノ高サハ長サ三十メートル五〇以下ノ船舶ニ對シテハ零メートル九一、長サ七十六メートル二〇ノ船舶ニ對シテハ一メートル二二又長サ百二十二メートル以上ノ船舶ニ對シテハ一メートル八三トス他ノ船樓ノ標準ノ高サハ長サ七十六メートル二〇以下ノ船舶ニ對シテハ一メートル八三トシ長サ百二十二メートル以上ノ船舶ニ對シテハ二メートル二九トス中間ノ長サニ於ケル標準ノ高サハ挿間法ニ依リ之ヲ求ム

第四十規則　船樓ノ長サ（S）

船楼の長さ(S)

船樓ノ長サハ船樓ノ部分ニシテ兩舷ニ亙リ且第三十二規則ニ定ムル夏期滿載吃水線ノ兩端ニ於テ之ニ垂直ニ引キタル線ノ間ニ在ルモノノ蔽ハレタル平均ノ長サト

Superstructures.

Rule XXXVIII.—*Height of Superstructure.*

The height of a superstructure is the least vertical height measured from the top of the superstructure deck to the top of the freeboard deck beams minus the difference between D and the moulded depth (*see* Rules XXXIV and XXXV).

Rule XXXIX.—*Standard Height of Superstructure.*

The standard height of a raised quarter deck is 3 feet for ships up to and including 100 feet in length, 4 feet for ships 250 feet in length and 6 feet for ships 400 feet in length and above. The standard height of any other superstructure is 6 feet for ships up to and including 250 feet in length and 7 feet 6 inches for ships 400 feet in length and above. The standard height at intermediate lengths is obtained by interpolation.

Rule XL.—*Length of Superstructure* (S).

The length of a superstructure is the mean covered length of the parts of the superstructure which extend to the sides of the ship and lie within lines drawn perpendic-

ス

第四十一規則　蔽圍セラレタル船樓

分立船樓ハ左ノ場合ニ限リ蔽圍セラレタルモノト看做ス

(イ) 蔽圍スル隔壁ガ實效アル構造ヲ有シ（第四十二規則參照）

(ロ) 右隔壁ニ於ケル通路口ガ第一級又ハ第二級閉鎖設備ヲ有シ（第四十三規則及第四十四規則參照）

(ハ) 船樓側又ハ船樓端ニ於ケル他ノ一切ノ開口ガ實效アル風雨密ノ閉鎖裝置ヲ備ヘ且

(ニ) 船橋樓及船尾樓内ニ於ケル船員室、機關室、燃料庫及他ノ作業場所ヘノ獨立通路裝置ガ隔壁ノ開口ノ閉鎖セラレタル場合ニ於テ何時ニテモ利用シ得ルトキ

第四十二規則　船樓隔壁

船尾樓、船橋樓及船首樓ノ暴露セル端ニ於ケル隔壁ハ實情ニ於テ最小乾舷ヲ有スル船舶ニ對スル左ノ標準ト同等ノモノト指定機關ガ認メタルトキハ實效アル構造

ular to the extremities of the Summer load water-line, as defined in Rule XXXII.

Rule XLI.—*Enclosed Superstructure.*

A detached superstructure is regarded as enclosed only where—

(*a*) the enclosing bulkheads are of efficient construction (*see* Rule XLII);

(*b*) the access openings in these bulkheads are fitted with Class 1 or Class 2 closing appliances (*see* Rules XLIII and XLIV);

(*c*) all other openings in sides or ends of the superstructure are fitted with efficient weathertight means of closing; and

(*d*) independent means of access to crew, machinery, bunker and other working spaces within bridges and poops are at all times available when the bulkhead openings are closed.

Rule XLII.—*Superstructure Bulkheads.*

Bulkheads at exposed ends of poops, bridges and forecastles are deemed to be of efficient construction where the Assigning Authority is satisfied that, in the circumstances,

they are equivalent to the following standard for ships with minimum freeboards under which standard the stiffeners and plating are of the scantlings given in Table 3, the stiffeners are spaced 30 inches apart, the stiffeners on poop and bridge front bulkheads have efficient end connections, and those on after bulkheads of bridges and forecastles extend for the whole distance between the margin angles of the bulkheads.

ノモノト看做サル此ノ標準ニ於テハ防撓材及板ハ第三間隔表ニ掲グル寸法ヲ有シ、防撓材ハ零メートル七六ノ間隔ニ配置セラレ、船尾樓及船橋樓ノ前端隔壁ニ於ケル防撓材ハ實效アル端部連結ヲ有シ且船橋樓及船首樓ノ後端隔壁ニ於ケル防撓材ハ隔壁ノ緣山形材間ノ全距離ニ亙ルモノトス

第　三　表

標準ノ高サヲ有スル船樓ノ暴露隔壁

船橋樓前端隔壁 Lノ十分ノ四以上ノ長サヲ有スル船尾樓ノ保護セラレザル隔壁		部分的ニ保護セラルル船尾樓隔壁 又ハLノ十分ノ四未滿ノ長サヲ有スル船尾樓隔壁		船橋樓及船首樓ノ後端隔壁	
船舶ノ長サ	球山形防撓材	船舶ノ長サ	通常山形防撓材	船舶ノ長サ	通常山形防撓材
メートル		メートル		メートル	
48.75未滿	140×75× 7.5	45.70未滿	75×65× 7.5	45.70未滿	65×65×6.5
48.75	150×75× 8	45.70	90×65× 8	45.70	75×65×7
61.00	165×75× 8.5	61.00	100×75× 8.5	76.20	90×75×7.5
73.20	180×75× 9	76.20	115×75× 9	106.20	100×75×8
85.35	190×75× 9.5	91.45	130×75× 9.5		
97.55	205×75×10	106.70	140×75×10.5		
109.75	215×75×10.5	121.90	150×75×11		
121.90	230×75×11	137.15	165×90×11.5		
134.10	240×90×11.5	152.40	180×90×12		
146.30	255×90×12	167.65	180×90×12.5		
158.50	265×90×12.5				
170.70	280×90×13				

TABLE 3.

EXPOSED Bulkheads of Superstructures of Standard Height.

Bridge Front Bulkheads. Unprotected Bulkheads of Poops .4L or more in Length.		Bulkheads of Poops Partially Protected or less in Length than .4L.		After Bulkheads of Bridges and Forecastles.	
Length of Ship	Bulb Angle Stiffeners.	Length of Ship.	Plain Angle Stiffeners.	Length of Ship.	Plain Angle Stiffeners.
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Under 160	5½×3 × •30	Under 150	3 ×2½× •30	Under 150	2½×2½× •26
160	6 ×3 × •32	150	3½×2½× •32	150	3 ×2½× •28
200	6½×3 × •34	200	4 ×3 × •34	250	3½×3 × •30
240	7 ×3 × •36	250	4½×3 × •36	350	4 ×3 × •32
280	7½×3 × •38	300	5 ×3 × •38		
320	8 ×3 × •40	350	5½×3 × •42		
360	8½×3 × •42	400	6 ×3 × •44		
400	9 ×3 × •44	450	6½×3½× •46		
440	9½×3½× •46	500	7 ×3½× •48		
480	10 ×3½× •48	550	7 ×3½× •50		
520	10½×3½× •50				
560	11 ×3½× •52				

船舶ノ長サ	隔壁板	船舶ノ長サ	隔壁板	船舶ノ長サ	隔壁板
メトール	ミリメートル	メトール	ミリメートル	メトール	ミリメートル
61以下	7·5	48·80以下	6	48·80以下	5
115·80以上	11	122以上	9·5	122以上	7·5

中間ノ長サノ船舶ニ對シテハ隔壁板ノ厚サハ挿間法ニ依リ之ヲ求ム

Length of Ship.	Bulkhead Plating.	Length of Ship.	Bulkhead Plating.	Length of Ship.	Bulkhead Plating.
Feet.	Inch.	Feet.	Inch.	Feet.	Inch.
200 and under	·3	160 and under	·24	160 and under	·20
380 and above	·44	400 and above	·38	400 and above	·30

For ships intermediate in length the thicknesses of bulkhead plating are obtained by interpolation.

分立船樓ノ端ノ隔壁ニ於ケル通路口ノ閉鎖設備

第四十三規則　第一級閉鎖設備

第一級閉鎖設備

本設備ハ鐵製又ハ鋼製ニシテ、一切ノ場合ニ於テ隔壁ニ常設的ニ且強固ニ取附ケラレ、全建設物ガ開口ナキ隔壁ト同等ノ強サヲ有スル樣組立テラレ、防撓セラレ及取附ケラレ且閉鎖セラレタルトキ風雨密タルモノトス

Appliances for Closing Access Openings in Bulkheads at ends of Detached Superstructures.

Rule XLIII.—*Class* 1 *Closing Appliances.*

These appliances are of iron and steel, are in all cases permanently and strongly attached to the bulkhead, are framed, stiffened and fitted so that the whole structure is of equivalent strength to the unpierced bulkhead, and are

ス本設備ノ定著裝置ハ隔壁又ハ設備ニ常設的ニ取附ケラレ且本設備ハ隔壁ノ兩側ヨリ又ハ上方ノ甲板ヨリ之ヲ閉鎖定著シ得ル樣配置セラルルモノトス通路口ノ敷居ハ甲板ノ上方少クトモ三百八十ミリメートルニ在ルモノトス

第二級閉鎖設備

第四十四規則　第二級閉鎖設備

本設備ハ(イ)幅零メートル七六以下厚サ五十ミリメートル以上ノ堅牢ニ組立テラレタル堅質木材製蝶番戸又ハ(ロ)隔壁ニ鋲著セラレタル溝形材ニ開口ノ全高ニ亙リ取附ケラレタル挿板ニシテ開口ノ幅零メートル七六以下ナルトキ厚サハ少クトモ五十ミリメートル又開口ノ幅三百八十ミリメートルヲ加フル毎ニ厚サヲ二十五ミリメートルノ割合ニテ增シタルモノ又ハ(ハ)同一效力ノ取外シ得ル板トス

船樓甲板ニ於ケル開口ノ一時的閉鎖設備

第四十五規則

蔽圍セラレタル船樓ノ甲板ニ於ケル中心線開口ノ一時的閉鎖設備ハ左ノモノヨリ成ル

船樓甲板における開口の一

weathertight when closed. The means for securing these appliances are permanently attached to the bulkhead or to the appliances, and the latter are so arranged that they can be closed and secured from both sides of the bulkhead or from the deck above. The sills of the access openings are at least 15 inches above the deck.

Rule XLIV.—*Class 2 Closing Appliances.*

These appliances are (*a*) strongly framed hard wood hinged doors, which are not more than 30 inches wide nor less than 2 inches thick; or (*b*) shifting boards fitted for the full height of the opening in channels riveted to the bulkhead, the shifting boards being at least 2 inches thick where the width of opening is 30 inches or less, and increased in thickness at the rate of 1 inch for each additional 15 inches of width, or (*c*) portable plates of equal efficiency.

Temporary Appliances for Closing Openings in Superstructure Decks.

Rule XLV.

Temporary closing appliances for middle line openings in the deck of an enclosed superstructure consist of—

(ハ) 甲板ニ實效的ニ鋲著セラレタル高サ二百二十九ミリメートル以上ノ鋼製緣材

(ロ) 第十規則ニ依リ要求セラルル艙口蓋ニシテ厲製締附索ヲ以テ定著セラレタルモノ及

(イ) 第十一規則及第十二規則竝ニ第一表又ハ第二表ニ依リ要求セラルル艙口支材

分立船樓ノ實效的長サ

第四十六規則　總則

船尾樓、船橋樓及船首樓ノ端ニ於ケル暴露隔壁ガ實效アル構造ノモノ（第四十二規則參照）ナラザルトキハ右隔壁ハナキモノト看做サル

常設閉鎖裝置ヲ備ヘザル開口ガ船樓ノ側外板ニ在ルトキハ開口ノ所在個所ニ於ケル船樓ノ部分ハ實效的長サヲ有セザルモノト看做サル

船樓ノ高サガ標準ノ高サヨリ小ナルトキハ船樓ノ長サハ實際ノ高サノ標準ノ高サニ對スル比率ニ減ゼラルルモノトス船樓ノ高サガ標準ノ高サヲ超ユルトキハ船樓ノ長サヲ增加スルコトナシ

第四十七規則　船尾樓

實效アル隔壁アリ且其ノ通路ガ第一級閉鎖設備ヲ有

(*a*) a steel coaming not less than 9 inches in height efficiently riveted to the deck;

(*b*) hatchway covers as required by Rule X, secured by hemp lashings; and

(*c*) hatchway supports as required by Rules XI and XII and Table 1 or 2.

Effective Length of Detached Superstructures.

Rule XLVI.—*General.*

Where exposed bulkheads at the ends of poops, bridges, and forecastles are not of efficient construction (*see* Rule XLII) they are considered as non-existent.

Where in the side plating of a superstructure there is an opening not provided with permanent means of closing, the part of the superstructure in way of the opening is regarded as having no effective length.

Where the height of a superstructure is less than the standard its length is reduced in the ratio of the actual to the standard height. Where the height exceeds the standard, no increase is made in the length of the superstructure.

Rule XLVII.—*Poop.*

Where there is an efficient bulkhead and the access

openings are fitted with Class 1 closing appliances, the length to the bulkhead is effective. Where the access openings in an efficient bulkhead are fitted with Class 2 closing appliances and the length to the bulkhead is .5 L or less, 100 per cent. of that length is effective; where the length is .7 L or more, 90 per cent. of that length is effective; where the length is between .5 L and .7 L, an intermediate percentage of that length is effective; where an allowance is given for an efficient adjacent trunk (*see* Rule LI), 90 per cent. of the length to the bulkhead is to be taken as effective. 50 per cent. of the length of an open poop or of an open extension beyond an efficient bulkhead is effective.

Rule XLVIII.—*Raised Quarter Deck*

Where there is an efficient intact bulkhead, the length to the bulkhead is effective. Where the bulkhead is not intact, the superstructure is considered as a poop of less than standard height.

Rule XLIX.—*Bridge.*

Where there is an efficient bulkhead at each end, and the access openings in the bulkheads are fitted with Class 1 closing appliances, the length between the bulkheads is

船橋樓

低船尾樓

スルトキハ隔壁迄ノ長サハ實效アルモノトス實效アル隔壁ニ於ケル通路口ガ第一級閉鎖設備ヲ有シ且隔壁迄ノ長サガLノ十分ノ五以下ナルトキハ右長サノ百「パーセント」ハ實效アルモノトス右長サガLノ十分ノ七以上ナルトキハ右長サノ九十「パーセント」ハ實效アルモノトス右長サガLノ十分ノ五ト十分ノ七トノ中間ニ在ルトキハ右長サノ中間百分率ハ實效アルモノトス實效アル接續「トランク」(第五十一規則參照)ニ對シテハ實效アルモノトスル隔壁ノ外方ニ在ル開放延長部ノ長サノ五十「パーセント」ハ實效アルモノトス

第四十八規則　低船尾樓

閉鎖セラレタル實效アル隔壁アルトキハ隔壁迄ノ長サハ實效アルモノトス隔壁ガ閉鎖セラレザルトキハ船樓ハ標準ノ高サヨリ低キ船尾樓ト看做サル

第四十九規則　船橋樓

各端ニ實效アル隔壁アリ且隔壁ニ於ケル通路口ガ第一級閉鎖設備ヲ有スルトキハ隔壁間ノ長サハ實效アルモノトス

前端隔壁ニ於ケル通路口ガ第一級閉鎖設備ヲ有シ且後端隔壁ニ於ケル通路口ガ第二級閉鎖設備ヲ有スルトキハ隔壁間ノ長サハ實效アルモノトス後端隔壁ニ接續スル實效アル「トランク」（第五十一規則參照）ニ對シ斟酌ヲ爲ストキハ右長サノ九十「パーセント」ハ實效アルモノトス兩隔壁ニ於ケル通路口ガ第二級閉鎖設備ヲ有スルトキハ隔壁間ノ長サノ九十「パーセント」ハ實效アルモノトス前端隔壁ニ於ケル通路口ガ第一級又ハ第二級閉鎖設備ヲ有シ且後端隔壁ニ於ケル通路口ガ閉鎖設備ヲ有セザルトキハ隔壁間ノ長サノ七十五「パーセント」ハ實效アルモノトス兩隔壁ニ於ケル通路口ガ閉鎖設備ヲ有セザルトキハ右ノ長サノ五十「パーセント」ハ實效アルモノトス後端隔壁ノ後方ニ在ル開放延長部ノ長サノ七十五「パーセント」及前端隔壁ノ前方ニ在ル開放延長部ノ長サノ五十「パーセント」ハ實效アルモノトス

effective.

Where the access openings in the forward bulkhead are fitted with Class 1 closing appliances and the access openings in the after bulkhead with Class 2 closing appliances, the length between the bulkheads in effective; where an allowance is given for an efficient trunk, adjacent to the after bulkhead (*see* Rule LI), 90 per cent. of the length is effective. Where the access openings in both bulkheads are fitted with Class 2 closing appliances, 90 per cent. of the length between the bulkheads is effective. Where the access openings in the forward bulkhead are fitted with Class 1 or Class 2 closing appliances and the access openings in the after bulkhead have no closing appliances, 75 per cent. of the length between the bulkhead is effective. Where the access openings in both bulkheads have no closing appliances, 50 per cent. of the length is effective. 75 per cent. of the length of an open extension beyond the after bulkhead, and 50 per cent. of that beyond the forward bulkhead, are effective.

第五十規則　船首樓

Rule L.—*Forecastle.*

船首桜實效アル隔壁アリ且其ノ通路口ガ第一級又ハ第二級閉鎖設備ヲ有スルトキハ隔壁迄ノ長サハ實效アルモノトス閉鎖設備ヲ有セズ且船舶ノ中央ニ於ケル前部ノ舷弧

Where there is an efficient bulkhead and the access openings are fitted with Class 1 or Class 2 closing appliances, the length to the bulkhead is effective. Where no

高ガ標準ノ舷弧高ヨリ小ナラザルトキハ前部垂線ヨリL ノ十分ノ一ナル個所ヨリ前方ニ在ル船首樓ノ長サノ百「パーセント」ハ實效アルモノトス前部ノ舷弧高ガ標準ノ舷弧高ノ二分ノ一以下ナルトキハ右長サノ五十「パーセント」ハ實效アルモノトス前部ノ舷弧高ガ標準ノ舷弧高ト其ノ二分ノ一トノ中間ニ在ルトキハ右長サノ中間百分率ハ實效アルモノトス隔壁ノ後方又ハ前部垂線ヨリL ノ十分ノ一ナル個所ヨリ後方ニ在ル開放延長部ノ長サノ五十「パーセント」ハ實效アルモノトス

トランク

第五十一規則　「トランク」

「トランク」ト又ハ兩舷ニ亙ラザル類似ノ建設物ハ左ノ條件ノ下ニ實效アルモノト看做サル

(イ) 「トランク」ガ少クトモ船樓ト同等ニ堅牢ナルコト

(ロ) 艙口ガ「トランク」甲板ニ存在シ且第八規則乃至第十六規則ノ要件ニ適合シ又「トランク」甲板ノ梁上側板ノ幅ガ十分ナル通路及十分ナル横抗撓性ヲ備フルコト

(ハ) 保護欄干ヲ備フル縱通セル常設作業場ヲ「トラン

closing appliances are fitted and the sheer forward of amidships is not less than the standard sheer, 100 per cent. of the length of the forecastle forward of .1 L from the forward perpendicular is effective; where the sheer forward is half the standard sheer or less, 50 per cent. of that length is effective; and where the sheer forward is intermediate between the standard and half the standard sheer, an intermediate percentage of that length is effective. 50 per cent. of the length of an open extension beyond the bulkhead or beyond .1 L from the forward perpendicular is effective.

Rule LI.—*Trunk.*

A trunk or similar structure which does not extend to the sides of the ship is regarded as efficient provided that—

(*a*) the trunk is at least as strong as a superstructure;

(*b*) the hatchways are in the trunk deck, and comply with the requirements of Rules VIII to XVI, and the width of the trunk deck stringer provides a satisfactory gangway and sufficient lateral stiffness;

(*c*) a permanent working platform fore and aft fitted

ク」甲板ニ依リテ又ハ實效アル常設通路ニ依リ他ノ船樓ニ連結セラレタル分立「トランク」ニ依リテ備フルコト

(ニ)　通風筒ガ「トランク」、水密蓋又ハ之ト同等ノ裝置ニ依リ保護セラルルコト

(ホ)　開放欄干ガ「トランク」ノ所在個所ニ於ケル乾舷甲板ノ露天部ニ於テ少クトモ其ノ長サノ二分ノ一ニ亙リ取付ケラルルコト

(ヘ)　機關室圍壁ガ「トランク」ニ依リ、標準ノ高サノ船樓ニ依リ又ハ之ト同一ノ高サ及同等ノ强サノ甲板ニ依リ保護セラルルコト

船尾樓及船橋樓隔壁ニ於ケル通路口ガ第一級閉鎖設備ヲ有スルトキハ實效アル「トランク」ノ長サヲ其ノ平均ノ幅ノBニ對スル比率ニテ減ジタルモノノ百「パーセント」ヲ船樓ノ實效的長サニ加フルモノトス

十「パーセント」ヲ加フルモノトス

「トランク」ノ標準ノ高サハ船橋樓ノ標準ノ高サトス

「トランク」ノ高サガ船橋樓ノ標準ノ高サヨリ小ナルトキハ右加フベキ長サハ實際ノ高サノ標準ノ高サニ對

with guard rails is provided by the trunk deck, or by detached trunks connected to other superstructures by efficient permanent gangways;

(*d*) ventilators are protected by the trunk, by watertight covers or by equivalent means;

(*e*) open rails are fitted on the weather portions of the freeboard deck in way of the trunk for at least half their length;

(*f*) the machinery casings are protected by the trunk, by a superstructure of standard height, or by a deck house of the same height and of equivalent strength.

Where access openings in poop and bridge bulkheads are fitted with Class 1 closing appliances, 100 per cent. of the length of an efficient trunk reduced in the ratio of its mean breadth to B is added to the effective length of the superstructures. Where the access openings in these bulkheads are not fitted with Class 1 closing appliances 90 per cent. is added.

The standard height of a trunk is the standard height of a bridge.

Where the height of the trunk in less than the standard height of a bridge, the addition is reduced in the ratio

スル比率ニテ減ゼラルルモノトス「トランク」甲板上ノ艙口縁材ノ高サガ縁材ノ標準ノ高サ（第九規則參照）ヨリ小ナルトキハ「トランク」ノ實際ノ高サヨリ縁材ノ實際ノ高サト標準ノ高サトノ差ニ相當スルモノヲ減ズベシ

of the actual to the standard height; where the height of hatchway coamings on the trunk deck is less than the standard height of coamings (*see* Rule IX), a reduction from the actual height of trunk is to be made which corresponds to the difference between the actual and the standard height of coamings.

中心線開口ヲ有スル蔽圍セラレタル船樓ノ實效的長サ

Effective Length of Enclosed Superstructures with Middle Line Openings.

第五十二規則　常設閉鎖裝置ヲ備ヘザル中心線甲板口ヲ有スル蔽圍セラレタル船樓

Rule LII.—*Enclosed Superstructure with Middle Line Openings in the deck not Provided with Permanent Means of Closing.*

常設閉鎖裝置（第八規則乃至第十六規則參照）ヲ備ヘザル中心線甲板口一個又ハ二個以上ヲ有スル蔽圍セラレタル船樓アルトキハ船樓ノ實效的長サハ左ノ如ク之ヲ決定ス

Where there is an enclosed superstructure with one or more middle line openings in the deck not provided with permanent means of closing (*see* Rules VIII to XVI), the effective length of the superstructure is determined as follows:—

常設閉鎖裝置を備えない中心線甲板口を有する蔽圍された船樓

(一)　中心線甲板口ニ對シ實效アル一時的閉鎖設備（第四十五規則參照）ガ備ヘラレザルカ又ハ甲板口ノ幅ガ甲板口ノ中央ニ於ケル船樓甲板ノ幅B_1ノ八十「パーセント」以上ナルトキハ當該船舶ハ各甲板口ノ所在個所ニ於テ開放セル「ウェル」ヲ有スルモノト之

(1) Where efficient temporary closing appliances are not provided for the middle line deck openings (*see* Rule XLV), or the breadth of opening is 80 per cent. or more of the breadth B_1 of the superstructure deck at the middle of the opening, the

ヲ看做ス放水口ハ右「ウェル」ノ所在個所ニ於テ之ヲ設クベシ甲板口間ニ於ケル船樓ノ實效的長サハ第四十七規則、第四十九規則及第五十規則ニ依リ之ヲ第四十七規則、第四十九規則及第五十規則ニ依リ之ヲ規律ス

(ニ)　中心線甲板口ニ對シ實效アル一時的閉鎖設備ガ備ヘラレ且甲板口ノ幅ガ B_1 ノ十分ノ八ヨリ小ナルトキハ船樓ノ實效的長サハ第四十七規則、第四十九規則及第五十規則ニ依リ之ヲ規律ス但シ甲板間隔壁ニ於ケル通路口ガ第二級閉鎖設備ニ依リ閉鎖セラルルトキハ右通路口ハ船樓ノ實效的長サヲ決定スルニ當リ第一級閉鎖設備ニ依リ閉鎖セラルルモノト之ヲ看做スヘシ船樓ノ實效的長サノ合計ハ(イ)ニ依リ決定セラレタル船ノ長サト船ノ長サトノ差ヲ左ノ比率ニテ變更シタルモノヲ加ヘテ之ヲ求ム

$\frac{B_1 - b}{B_1}$

b ハ甲板口ノ幅トス

$\frac{B_1 - b}{B_1}$ ハ〇・五ヨリ大ナルトキハ〇・五トス

船樓ニ關スル控除

第五十三規則　船樓ニ關スル控除

ship is considered as having an open well in way of each opening, and freeing ports are to be provided in way of this well. The effective length of superstructure between openings is governed by Rules XLVII, XLIX, and L.

(2) Where efficient temporary closing appliances are provided for middle line deck openings and the breadth of opening is less than .8 B_1, the effective length is governed by Rules XLVII, XLIX, and L, except that where access openings in 'tween deck bulkheads are closed by Class 2 closing appliances, they are regarded as being closed by Class 1 closing appliances in determining the effective length. The total effective length is obtained by adding to the length determined by (1) the difference between this length and the length of the ship modified in the ratio of—

$\frac{B_1 - b}{B_1}$ where b = breadth of deck opening;

Where $\frac{B_1 - b}{B_1}$ is greater than .5 it is taken as .5.

Deduction for Superstructures.

Rule LIII.—*Deductions for Superstructures.*

船楼に関する控除

船樓ノ實效的長サガLニ等シキトキハ乾舷ヨリノ控除ハ船舶ノ長サガ二十四メートル四〇ナルトキ三百五十六ミリメートル、長サガ八十五メートル三〇ナルトキ八百六十四ミリメートル又長サガ百二十二メートル以上ナルトキ千六十七ミリメートルトス中間ノ長サニ對スル控除ハ挿間法ニ依リ之ヲ求ム船樓ノ實效的長サノ合計ガLヨリ小ナルトキハ右控除ハ左ノ表ヨリ求ムル百分率トス

Where the effective length of superstructures is 1.0 L, the deduction from the freeboard is 14 inches at 80 feet length of ship, 34 inches at 280 feet length, and 42 inches at 400 feet length and above; deductions at intermediate lengths are obtained by interpolation. Where the total effective length of superstructures is less than 1.0 L the deduction is a percentage obtained from the following Table :—

船樓	船樓ノ實效的長サノ合計（E）											行
	0	0·1L	0·2L	0·3L	0·4L	0·5L	0·6L	0·7L	0·8L	0·9L	1·0L	
船首樓ヲ有シ分立船橋樓ヲ有セザル一切ノ型式	パーセント 0	パーセント 5	パーセント 10	パーセント 15	パーセント 23·5	パーセント 32	パーセント 46	パーセント 63	パーセント 75·3	パーセント 87·7	パーセント 100	A
船首樓及分立船橋樓ヲ有スル一切ノ型式(註)	0	6·3	12·7	19	27·5	36	46	63	75·3	87·7	100	B

（註）分立船橋樓ノ實效的長サガLノ十分ノ二ヨリ小ナルトキハ百分率ハB行トA行トノ間ニ挿間法ニ依リ之ヲ求ム

船首樓ナキトキハ前記百分率ヨリ五ヲ減ズ

船樓ノ中間ノ長サニ對スル百分率ハ挿間法ニ依リ之ヲ求ム