

# MIDSHIP SECTION

SCALE  $\frac{1}{2}$  INCH = 1 FOOT.

17.7.00  
13.9.00

143  
LENGTH OF ERECTIONS  $\frac{137.21}{10.8179} \times \frac{1}{8} = \frac{1}{17.4}$   
VESSEL 323.21  
 $30252.45 = 1681.7 + 30252.45 = 31934.2$  EQUIPMENT NO.

DIMENSIONS	BUILDERS	LLOYDS
LENGTH BETWEEN PERPS.	325.0	323.21
BREADTH EXTREME	47.0	46.80
DEPTH OF HOLD (TO TOP OF GIRDER)	22.52	25.79
" MOULDED	24.10	$\frac{1}{2}$ BREADTH 23.40
Nº FOR FRAMES	86.6	$\frac{1}{2}$ GIRTH 44.41
" PLATING	27989.98	DEPTH 25.79
" EQUIPMENT	31934.2	93.60
DEPTHS TO LENGTH	12.53	7.00
BREADTHS	6.9	86.60
		CLASS 100 A.1.

## EQUIPMENT

2 BOWER ANCHORS (STOCKLESS)	45½ CWTs
1 STEARM (EX STOCK)	11½ "
1 HEDGE	5½ "
270 FATHOMS STUW CHAIN CABLE	1½" DIA
90 " STEARM CHAIN	1½" " OR 1½" STEEL WIRE
100 " HEMP TOWLINE 1½" OR 1½" STEEL WIRE	
90 " WARP	7" (2 OFF)
90 " "	6" (2 OFF)

FRAMES IN HOLDS  $6\frac{1}{2} \times 3\frac{1}{2} \times \frac{9}{16}$  FOR  $\frac{3}{8}$  L TO  $6\frac{1}{2} \times 3\frac{1}{2} \times \frac{9}{16}$  AT ENDS SPACED 24" APART  
PERKS  $5\frac{1}{2} \times 3\frac{1}{2} \times \frac{7}{16}$  WITH  $4 \times 3\frac{1}{2} \times \frac{9}{16}$  REVERSE BRAS.  
TANK FRAMES  $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{9}{16}$  TO  $\frac{7}{16}$   
REVERSE FRAMES  $6\frac{1}{2} \times 3\frac{1}{2} \times \frac{9}{16}$  FOR  $\frac{3}{8}$  L. TO  $6\frac{1}{2} \times 3\frac{1}{2} \times \frac{9}{16}$  AT ENDS ALL TO UPPER DECK  
ALTERNATE REVERSE BRAS TO FORECASTLE DECK  
DOUBLE WITHIN TANK SIDES IN E & B SPACE.  
B. HEADS  $\frac{7}{16}$  TO  $\frac{6}{16}$  VERTICAL & HORIZONTAL STIFFS  $\frac{7}{16} \times 3 \times \frac{11}{16}$  BULB ANGLES  
KNEED TO TANK TOP & SHELL 4" APART.  
STEM  $10\frac{1}{2} \times 2\frac{3}{4}$  TO  $9\frac{1}{2} \times 2\frac{1}{4}$  AT HEAD. STERN FRAME  $11 \times 6$  TO  $10\frac{1}{2} \times 2\frac{3}{4}$  AT HEAD.  
RUDDER HEAD  $8\frac{1}{2}$  DIA. HEEL & PINTLES  $4\frac{1}{4}$  DIA.  
INTER (angle in tank)  
ALL KEELSON & STRINGER ANGLES ABOVE 20 REDUCED  $\frac{1}{2}$  FOR  $\frac{1}{8}$  L AT ENDS.

ALL SHELL BUTTS TREBLE OVERLAPS BELOW SHEER STRAKE  
SHELL LANDING RIVETS IN FLAT OF BOTTOM FOR  $\frac{3}{8}$  L 4 DIA APART  
AND FRAME RIVETS THRO SHELL IN WAY OF SAME  $5\frac{1}{2}$  DIA APART.  
TANK FRAMES BETWEEN COLLISION BULKHEAD &  $\frac{3}{8}$  L FORWARD  
DOUBLED FROM MARGIN PLATE TO MARGIN PLATE.  
C & D STRAKES OF SHELL  $\frac{15}{16}$  &  $\frac{11}{16}$  TO COLLISION BULKHEAD.  
GIRDERS EXTENDED FOR  $\frac{3}{8}$  & ADDITIONAL INTERCOSTALS AS PER SEC 24-PAR 2.

## ARRANGEMENT OF BOTTOM UNDER BOILERS

WITH CROSS PLATING AS APPROVED IN PREVIOUS CASES.

SHELL NOT REDUCED UNDER BOILERS.

NOTE: ADDITIONS IN LIEU OF HEEL DOUBLING 24"  $\frac{12}{16}$   
CENTRE GIRDER INCREASED  $\frac{3}{8}$  FOR  $\frac{1}{8}$  L.  
FLAT HEEL  $\frac{3}{8}$   
B. STRAKE  $\frac{3}{8}$

17/100

W. GRAY & Co. LIMITED  
WEST HARTLEPOOL

624  
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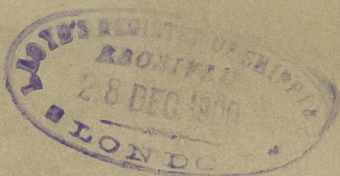
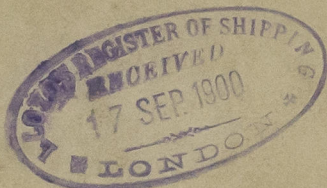
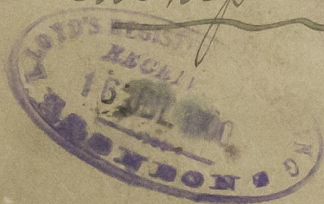
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"Mountfield"  
Hpl. Report no 11445  
Gray & Co.

no 624.

Midship Section



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002808-002815-0245