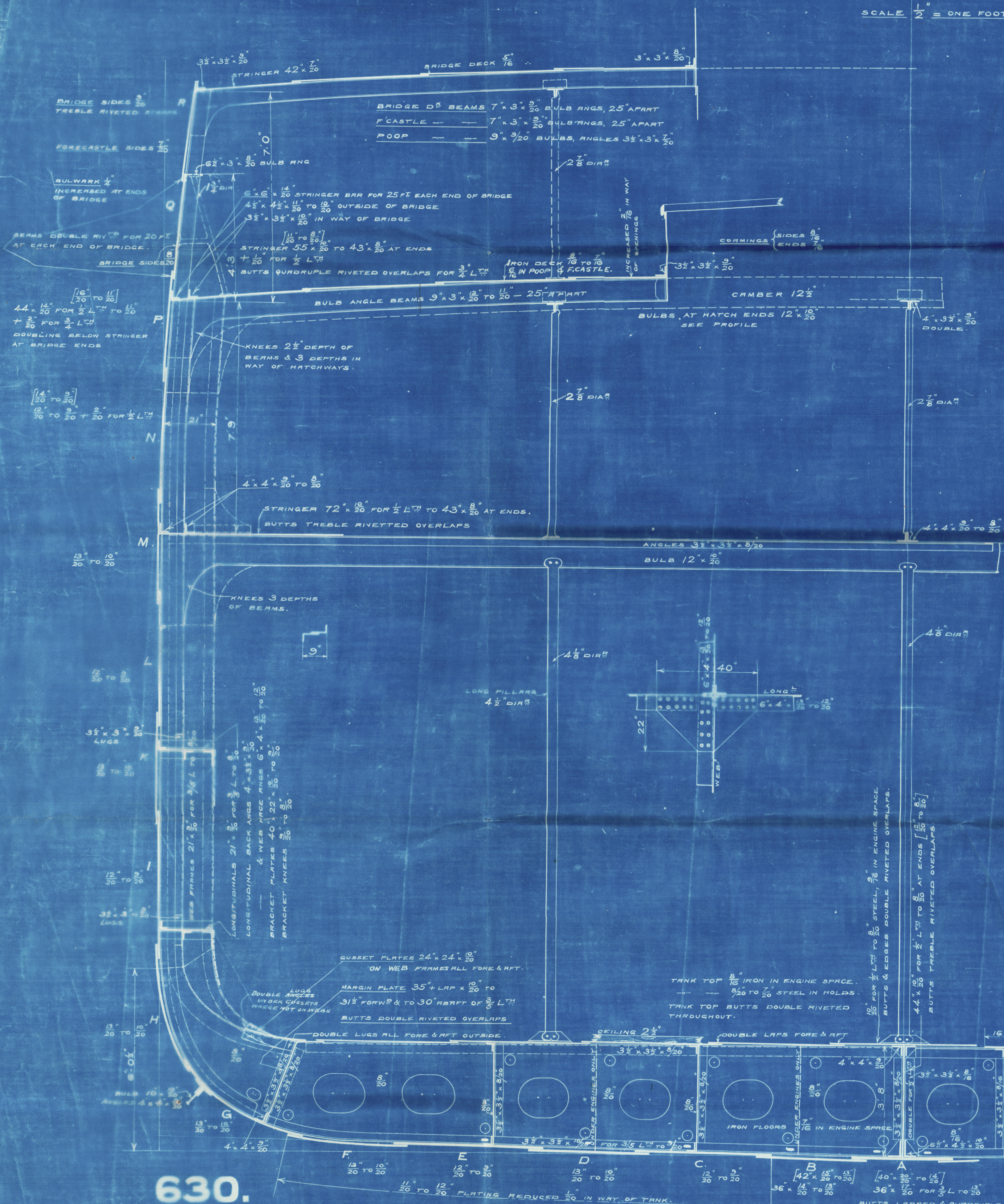


# S.S. N<sup>o</sup> 630. MIDSHIP SECTION.

SCALE  $\frac{1}{2}$ " = ONE FOOT.

DIMENSIONS	BUILDERS	LLOYD'S
LENGTH BETWEEN PERPS	340' 0"	338' 16"
BREADTH EXTREME	49' 6"	49' 28"
DEPTH OF HOLD TO TOP OF DECK	25' 7 1/2"	29' 29"
MOULDED	28' 3" 1/2	BREADTH 24' 64"
N <sup>o</sup> FOR FRAMES	96' 93" 1/2	GIRTH 50' 00"
N <sup>o</sup> PLATING	32777' 84"	DEPTH 29' 29"
EQUIPMENT	37022' 36"	103' 93"
DEPTH TO LENGTH	11' 54"	7' 00"
BREADTHS TO	6' 86"	96' 93"

CLASS 100.A.1.

LENGTH OF ERECTIONS =  $144.41 \times \frac{1}{8} = 18.72$   
 LENGTH OF VESSEL =  $338.16 \times \frac{1}{8} = 18.72$

$35144.96 = 1877.40 + 35144.96 = 37022.36$  EQUIPMENT N<sup>o</sup> 18.72

## EQUIPMENT

2 BOWER ANCHORS (STOCKLESS)	50 CW
1 STEER	42 1/2"
1 STREAM (EX STOCK)	12
1 KEDGE	6
270 FATHOMS STUD CHAIN CABLE	2 1/2" DIA
30 STREAM	1 3/16" OR 4 1/2" STEEL WIRE
120 HEMP FOWLINE	13" OR 4 1/2" STEEL WIRE
30 WARP	7" (2 OFF)
30	7" (2 OFF)

FRAMES IN HOLDS  $6' \times 3 1/2' \times 3/16"$  FOR  $1/2$  LTH TO  $6' \times 3 1/2' \times 3/16"$  AT ENDS, SPACED 25' APART.

PERKS  $5 1/2' \times 3 1/2' \times 3/16"$  WITH  $4' \times 3 1/2' \times 3/16"$  REV BARS ALTERNATELY TO LOWER & F' CASTLE DECK.

TANK FRAMES  $3 1/2' \times 3 1/2' \times 3/16"$  TO  $3/16"$ , DOUBLE FOR  $1/2$  LTH TO COLLISION B'HEAD, FROM MARGIN PLATE TO MARGIN PLATE.

FRAME BARS ON WEBS  $5 1/2' \times 3 1/2' \times 3/16"$  FOR  $1/2$  LTH TO  $3/16"$ .

REVERSE FRAMES  $6' \times 3 1/2' \times 3/16"$  FOR  $1/2$  LTH TO  $6' \times 3 1/2' \times 3/16"$  AT ENDS; ALL TO UPPER DECK, ALTERNATE REVERSE BARS TO F' CASTLE DECK.

DOUBLE WITHIN TANK SIDES IN ENGINE AND BOILER SPACE.

SHEDS  $7' \times 20"$  BOTTOM,  $6' \times 20"$  TOP; VERTICAL & HORIZONTAL STIFFERS  $8 1/2' \times 3' \times 3/16"$  BULB ANGLES - KNEED TO TANK TOP & SHELL  $4' \times 0"$  APART.

STEM  $11' \times 2 1/2'$  TO  $10 1/2' \times 2 1/2'$  AT HEAD. STERN FRAME  $11' \times 6 1/2'$  TO  $11' \times 2 1/2'$  AT HEAD.

RUDDER HEAD  $9' \times 10"$ , HEEL & RINTLES  $4 1/2' \times 10"$ .

INTERCOSTAL (EXCEPT IN TANK)  $1' \times 10"$  ABOVE  $1/2$  LTH TO ENDS.

ALL KEELSON & STRINGER ANGLES ABOVE  $1/2$  LTH TO ENDS, REDUCED  $1/2$  FOR  $1/2$  LTH AT ENDS.

ALL SHELL BUTTS TREBLE RIVETED OVERLAPS BELOW SHEER STRAKE.

SHEER STRAKE BUTTS OVERLAPPED & QUADRUPLE RIVETED FOR  $3/4$  LTH.

BUTTS OF INSIDE STRAKES OVER  $54"$  WIDE & OUTSIDE STRAKES OVER  $46"$  WIDE TO BE QUADRUPLE RIVETED.

SHELL LANDING RIVETS IN FLAT OF BOTTOM FORWARD OF  $1/2$  LTH, 4 DIAS APART, AND FRAME RIVETS THROUGH SHELL IN WAY OF SAME  $5 1/2"$  DIAS APART.

C & D STRAKES OF SHELL  $11' \times 12'$  TO COLLISION BULKHEAD.

GIRDERS EXTENDED FORWARD & ADDITIONAL INTERCOSTALS AS PER SECT<sup>n</sup> 24, PAR 2.

## ARRANGEMENT OF BOTTOM UNDER BOILERS.

WITH CROSS PLATING AS ARRANGED IN PREVIOUS CASES.

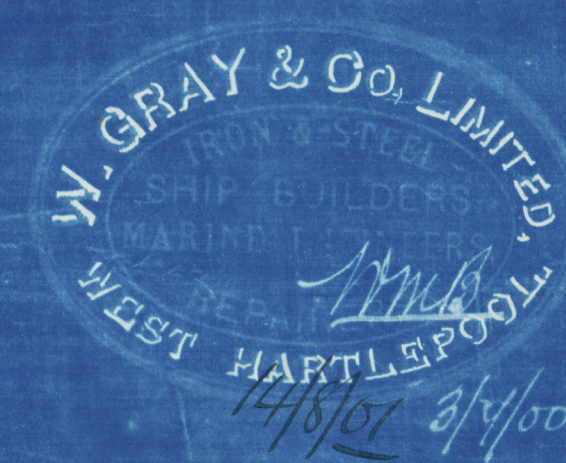
NOTE: TANK SIDE FLANGED 11" FROM 58" TO 114" FRAME, USUAL LAP BEFORE & AFT.

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*Duplicate approved plan  
See Secretary's letter 15.12.00*



NOTE: ADDITIONS IN LIEU OF KEEL DOUBLING  $24' \times 13'$   
 CENTRE GIRDER INCREASED  $20'$  FOR  $1/2$  LTH  
 FLAT KEEL  $36' \times 14'$  TO  $13'$   
 B STRAKE  $36' \times 14'$  TO  $13'$



630.  
638  
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Wray Ho.  
No. 538.

Midship Section

"Barley"  
Hpl Report No. 11636



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