

# S.S. N<sup>o</sup> 627. MIDSHIP SECTION.

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

Also No. 631 app. 1878/00

Also No. 639/641

app. 1861/00

DIMENSIONS	BUILDERS	LLOYDS
LENGTH BETWEEN PERS	302.0	300.34
BREADTH EXTREME	43.0	42.83
DEPTH OF HOLD (TO TOP OF GIRDER)	19.10	23.16
DEPTH MOULDED	22.35	21.41
N <sup>o</sup> FOR FRAMES	84.94	40.37
N <sup>o</sup> FOR PLATING	25510.87	23.16
N <sup>o</sup> FOR EQUIPMENT	26820.46	84.94
DEPTHS TO LENGTH	12.96	
BREADTHS	7.01	CLASS 100 A.1

## EQUIPMENT N<sup>o</sup>

LENGTH OF ERECTIONS  $123.34 \times \frac{1}{8} = 15.42$   
LENGTH OF VESSEL  $300.34 \times \frac{1}{8} = 37.54$

$25510.87 = 1309.59 + 25510.87 = 26820.46$  EQUIP N<sup>o</sup>  
19.48

## EQUIPMENT

2 BOWER ANCHORS (STOCKLESS)	40 CWT
1 " " " "	34
1 STREAM (EX STOCK)	10 1/2
1 KEDGE	5 1/2
240 FATHOMS STUD CHAIN CABLE	1 1/2 DIA
75	4 1/2 STEEL WIRE
90	OF 12" HEMP TOWLINE OR 4" STEEL WIRE
90	7" WARP (2 OFF) or equivalent steel wire hawsers
90	6" (2 OFF)

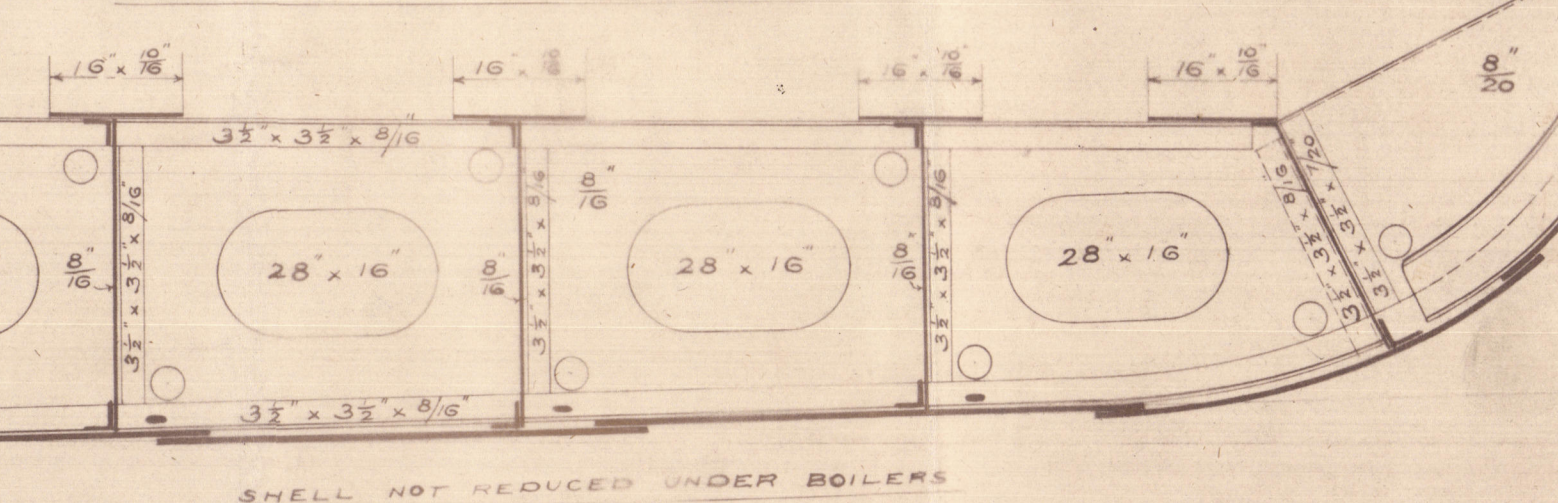
BULB ANGLE FRAMES WITHOUT REVERSE BARS IN HOLDS  $8 \frac{1}{2} \times 3 \times \frac{11}{20}$  FOR  $\frac{3}{5} L$ .  
TO  $\frac{10}{20}$  AT ENDS, SPACED 24" APART. ALTERNATE FRAMES MAIN TO BRIDGE  $4 \times 3 \times \frac{11}{20}$  ANGLES.  
TANK FRAMES  $3 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{9}{20}$  FOR  $\frac{3}{5} L$  TO  $\frac{1}{20}$  AT ENDS.  
FRAMES IN PEAKS  $5 \times 3 \frac{1}{2} \times \frac{11}{20}$ , WITH  $3 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{9}{20}$  REVERSE BARS.  
ALL REVERSE BARS TO MAIN  $4 \times 3$  AFT OF AFTER PEAK BULKHEAD, ALTERNATE REVERSE BARS  
TO UPPER SIDE STRG<sup>s</sup> AND FORECASTLE DECK, IN FORE PEAK.  
STERN FRAME  $10 \times 6$  TO  $10 \times 2 \frac{1}{2}$  AT HEAD STEM  $10 \times 2 \frac{1}{2}$  TO  $9 \times 2 \frac{1}{2}$  AT HEAD  
RUDDER HEAD  $8$  DIA<sup>s</sup> HEEL AND PINTLES  $4$  DIA<sup>s</sup>  
BULKHEADS  $\frac{1}{20}$  AT BOTTOM  $\frac{9}{20}$  AT TOP.  
STIFFENERS, VERTICAL & HORIZONTAL  $7 \times 3 \times \frac{11}{20}$  BULB ANGLES  $4 \times 0$  APART, VERTICAL STIFFERS  
KNEED TO TANK TOP HORIZONTAL STIFFENERS KNEED TO SHELL.  
ALL KEELSON & STRINGER ANGLES ABOVE  $\frac{1}{20}$ , REDUCED  $\frac{1}{20}$  FOR  $\frac{1}{5} L$  AT ENDS.

ALL SHELL BUTTS TREBLE RIV<sup>d</sup> OVERLAPS BELOW SHEERSTRAKE EXCEPT IN WAY OF BILGE  
CLOG WHERE QUADRUPLE RIVETED STRAPS ARE FITTED  $\frac{4}{20}$  THICKER THAN PLATES, AND  
C, D, E & F WIDE STRAKES, WHICH ARE QUADRUPLE RIVETED OVERLAPS, WHERE OVER RULE LIMITS FOR BREADTHS.  
SHELL LANDING RIVETS IN PLAT OF BOTTOM FORWARD OF  $\frac{3}{5} L$   $4$  DIA<sup>s</sup> APART, AND FRAME RIVETS THROUGH  
SHELL IN WAY OF SAME  $5 \frac{1}{2}$  DIA<sup>s</sup> APART. TANK FRAMES BETWEEN COLLISION BULKHEAD &  $\frac{3}{5} L$  FORWARD,  
DOUBLED FROM MARGIN PLATE TO MARGIN PLATE.  
C & D STRAKES OF SHELL  $\frac{11}{20}$  &  $\frac{10}{20}$  TO COLLISION BULKHEAD

GIRDERS EXTENDED FORW<sup>d</sup> & ADDITIONAL INTERCOSTALS AS PER SEC<sup>t</sup> 24, PAR 2.

## ARRANGEMENT OF BOTTOM UNDER BOILERS.

CROSS TIE PLATING AS PREVIOUSLY APPROVED



SHELL NOT REDUCED UNDER BOILERS

FLAT PLATE KEEL  $36 \times 16$  FOR  
 $\frac{3}{5} L$  TO  $\frac{1}{20}$  AT ENDS BUTT STRAPS  
TREBLE RIVETED &  $\frac{4}{20}$  TO  $\frac{2}{20}$  THICKER  
IN ONE PIECE FROM SIDE TO SIDE.

627.



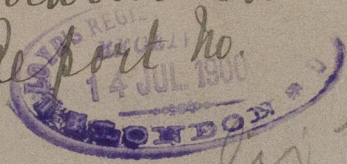
Wray Co.

No. 627. ~~631~~ ~~632~~ ~~633~~ ~~634~~

Midship Section Y. 'GIANNOULIS GOUNAR'

"Armanistan"

Hpl. Report No.



Giannoulis Gounaris



RETAIN



W403-0233

Lloyd's Register  
Foundation