

# S.S. No 649. MIDSHIP SECTION.

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

DIMENSIONS	BUILDERS	LLOYD'S
LENGTH BETWEEN PERPS	332' 0"	329' 9"
BREADTH EXTREME	48' 0"	47' 7"
DEPTH OF HOLD TO TOP OF GIRDER	21' 11"	25' 42"
DEPTH MOULDED	24' 5" $\frac{1}{2}$ BREADTH	23' 89"
Nº FOR FRAMES	86' 97" $\frac{1}{2}$ GIRTH	44' 66"
EQUIPMENT	337' 89" 55	25' 42"
PLATING	286' 92" 27	93' 97"
DEPTHS TO LENGTH	12' 97"	7' 00"
BREADTHS	6' 90"	86' 97"
CLASS 100 A.1		

LENGTH OF ERECTIONS  $\frac{235' 91"}{8} \times \frac{1}{8} = \frac{1}{11' 12"} \times \frac{1}{11' 12"} = 2787' 91" + 31001' 64" = 33789' 55"$  EQUIPMENT Nº 11-12

EQUIPMENT	
2 BOWER ANCHORS (STOCKLESS)	47 $\frac{1}{2}$ CWTS
1 STREAM ANCHOR (EX STOCK)	11 $\frac{1}{2}$
1 REDGE	5 $\frac{1}{2}$
270 FATHOMS OF STUD CHAIN CABLE	2" DIA
90 STREAM CHAIN	1 $\frac{1}{8}$ OR 4 $\frac{1}{2}$ STEEL WIRE
120 TOWLINE 12" HEMP OR 4" STEEL WIRE	
90 WARP 7" HEMP (2 OFF)	
90 7" (2 OFF)	

FRAMES IN HOLDS  $6 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{3}{4}$  FOR  $\frac{1}{2}$  L TO  $6 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{3}{4}$  AT ENDS, SPACED 24" APART.  
 PEAKS  $5 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{3}{4}$  WITH  $4 \times 3 \frac{1}{2} \times \frac{3}{4}$  REVERSE BARS ALTERNATELY TO FORECASTLE D.  
 TANK FRAMES  $3 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{3}{4}$  TO  $\frac{1}{2}$  L, DOUBLE FORWARD OF  $\frac{3}{4}$  L TO COLLISION SHEAR FROM MARGIN PLATE TO MARGIN PLATE.  
 REVERSE  $1 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{3}{4}$  FOR  $\frac{1}{2}$  L TO  $1 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{3}{4}$  AT ENDS, ALL TO UPPER DECK.  
 ALTERNATE REVERSE BARS TO FORECASTLE DECK, DOUBLE WITHIN TANK SIDES IN ENG & BOILER SPACE.  
 BULKHEADS  $\frac{1}{2}$  BOTTOM -  $\frac{5}{8}$  TOP, STIFFENERS VERTICAL & HORIZONTAL  $7 \frac{1}{2} \times 3 \times \frac{1}{2}$  BULB ANGLES.  
 KNEED TO TANK TOP AND SHELL - 4' 0" APART.  
 STEM  $10 \frac{1}{2} \times 2 \frac{1}{2}$  TO  $3 \frac{1}{2} \times 2 \frac{1}{2}$  AT HEAD, STERN FRAME  $11 \times 6$  TO  $10 \frac{1}{2} \times 2 \frac{1}{2}$  AT HEAD.  
 RUDDER HEAD  $8 \frac{1}{2}$  DIA. HEEL AND PINTLES  $4 \frac{1}{2}$  DIA.  
 ALL KEELSON, INTERCOSTAL & STRINGER ANGLES (EXCEPT IN TANK) ABOVE  $\frac{7}{16}$  REDUCED  $\frac{1}{20}$  FOR  $\frac{1}{2}$  L AT ENDS.

ALL SHELL BUTTS TREBLE OVERLAPS BELOW SHEER STRAKE, AND QUADRUPLE RIVETED WHERE OVER RULE WIDTH.  
 SHEER STRAKE BUTTS OVERLAPPED & QUADRUPLE RIVETED FOR  $\frac{1}{4}$  LENGTH.  
 SHELL LANDING RIVETS IN FLAT OF BOTTOM FORWARD OF  $\frac{3}{4}$  L, 4 DIAS APART, AND FRAME RIVETS THROUGH SHELL IN WAY OF SAME  $5 \frac{1}{2}$  DIAS APART.

GIRDERS EXTENDED FORWARD AND ADDITIONAL INTERCOSTALS AS PER SEC 24 - PAR 2

FLOORS AND INTERCOSTALS UNDER BOILERS TO BE  $\frac{5}{16}$  IRON.  
 TANK FRAMES, REVERSE BARS, INNER TANK SIDE LUGS & ALL INTERMEDIATE ANGLES UNDER BOILERS TO BE  $3 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{3}{4}$  IRON.

NOTE - ADDITIONS IN LIEU OF KEEL DOUBLING  $24 \times \frac{13}{16}$

CENTRE GIRDER INCREASED  $\frac{3}{8}$  FOR  $\frac{1}{2}$  L  
 FLAT KEEL  $\frac{3}{16}$   
 B STRAKE  $\frac{3}{16}$

649.

649.

W. GRAY & CO. LIMITED  
WEST HARTLEPOOL



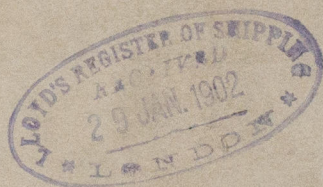
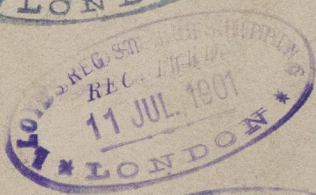
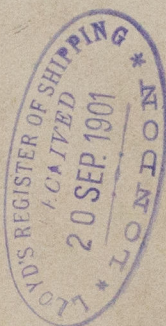
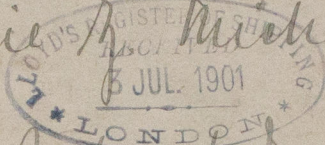
A. Gray & Co.

No. 649.

Midship Section

"Marie" *Michalinos*

Apl. Report No. 11751



RETURN



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Lloyd's Register  
Foundation

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