



### HEIGHTS

LOWEST POINT OF KEEL TO TOP OF STRENGTH HULL AMIDSHIPS ON $\epsilon$	19'-10"
LOWEST POINT OF KEEL TO TOP OF BRIDGE DECK	29'-4 $\frac{1}{4}$ "
LOWEST POINT OF KEEL TO TOP OF HIGHEST PERISCOPE EXTENDED	66'-9 $\frac{1}{16}$ "
LOWEST POINT OF KEEL TO TOP OF CONNING TOWER PLATING	28'-4 $\frac{1}{4}$ "
LOWEST POINT OF KEEL TO TOP OF PERISCOPE FDN. <small>STRUCTURE ABOVE THIS POINT CAN BE UNBOLTED.</small>	34'-2 $\frac{3}{4}$ "
LOWEST POINT OF KEEL TO TOP OF PERISCOPE SUPPORTS	47'-3 $\frac{1}{2}$ "

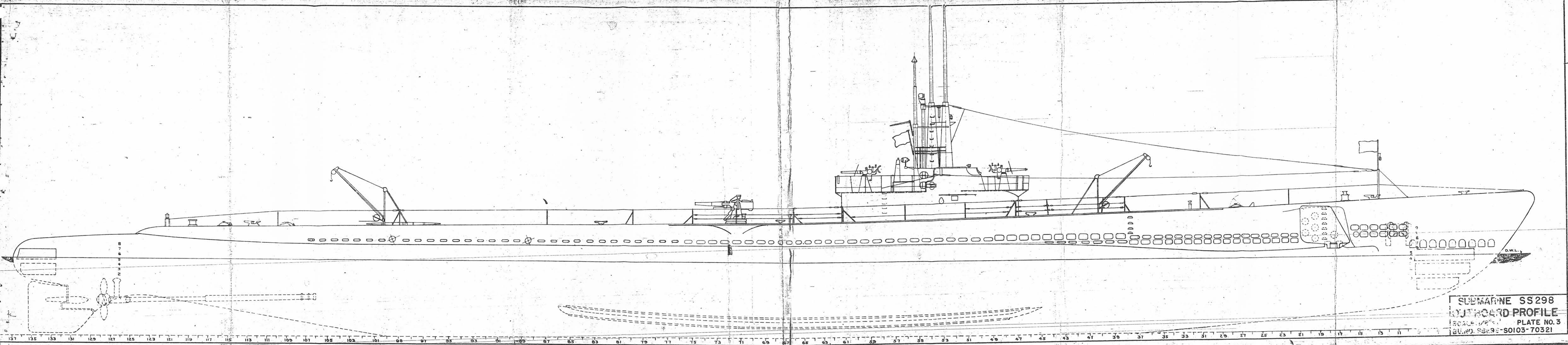
CAPACITIES OF TANKS <small>VENT PIPING INCLUDED</small>					
LUBRICATING OIL	GALS.	TONS OIL	FRESH WATER	GALS.	TONS F.W.
ENGINE STOWAGE NO.2 95% NET CAP.	475	1.63	NOS. 1 & 2	2000	7.46
ENGINE STOWAGE NO.3 95% NET CAP.	475	1.63	NOS. 3 & 4	2450	9.14
ENGINE STOWAGE NO.4 95% NET CAP.	988	3.40	TOTAL	4450	16.60
ENGINE STOWAGE NO.5 95% NET CAP.	1472	5.06	BATTERY FRESHWATER	GALS.	TONS F.W.
TOTAL	3410	11.72	FORD.	598	2.23
MAIN ENGINE SUMP NO.1 75% NET CAP.	401	1.38	AFT	598	2.23
MAIN ENGINE SUMP NO.2 75% NET CAP.	401	1.38	TOTAL	1196	4.46
MAIN ENGINE SUMP NO.3 75% NET CAP.	401	1.38	COMB. TOTAL	5646	21.06
MAIN ENGINE SUMP NO.4 75% NET CAP.	401	1.38	MAIN BALLAST	GALS.	TONS S.W.
TOTAL	1604	5.52	NO. 1	12655	48.34
COMB. TOTAL	5014	17.24	NOS. 2 A & 2 B	16703	63.80
MOTOR & RED. GEAR SUMP NO.1 75% NET CAP.	184	.63	NOS. 2 C & 2 D	16593	63.38
MOTOR & RED. GEAR SUMP NO.2 75% NET CAP.	184	.63	NOS. 6 A & 6 B	17850	68.18
MOTOR & RED. GEAR STOWAGE 95% NET CAP.	390	1.34	NOS. 6 C & 6 D	18928	72.30
COMB. TOTAL	5772	19.84	NO. 7	10645	40.66
NORMAL FUEL OIL	GALS.	TONS OIL	SAFETY	6239	23.83
NO. 1	11265	35.88	TOTAL	99613	380.49
NO. 2	12935	41.19	FUEL BALLAST	GALS.	TONS S.W.
NO. 6	14840	47.26	NOS. 3-A & 3-B	19447	74.28
NO. 7	9315	29.67	NOS. 4-A & 4-B	24337	92.96
COLLECTING	2970	9.46	NOS. 5-A & 5-B	19614	74.92
EXPANSION	2970	9.46	TOTAL	63398	242.16
CLEAN NOS. 1 & 2 95% NET CAP.	950	3.03	COMB. TOTAL	163011	622.65
TOTAL	55245	175.99	NEGATIVE	2110	8.08
FUEL BALLAST (MINUS WATER SEAL)	GALS.	TONS OIL	VARIABLE BALLAST	GALS.	TONS S.W.
NOS. 3-A & 3-B	18970	60.41	AUXILIARY NO. 1	4817	18.40
NOS. 4-A & 4-B	23868	76.01	AUXILIARY NO. 2	5683	21.71
NOS. 5-A & 5-B	19190	61.11	AUXILIARY NO. 3	5684	21.71
TOTAL	62028	197.53	FORD. TRIM	6432	24.57
COMB. TOTAL	117273	373.48	FORD. W.R.T.	1309	5.00
SANITARY	GALS.	TONS S.W.	AFTER TRIM	5414	20.68
NO. 1 (FORD.)	320	1.22	AFTER W.R.T.	1382	5.28
NO. 2 (AMIDSHIPS)	1100	4.20	TOTAL	30721	117.35
TOTAL	1420	5.42	BOW BUOYANCY	8258	31.54

### PRINCIPAL DIMENSIONS

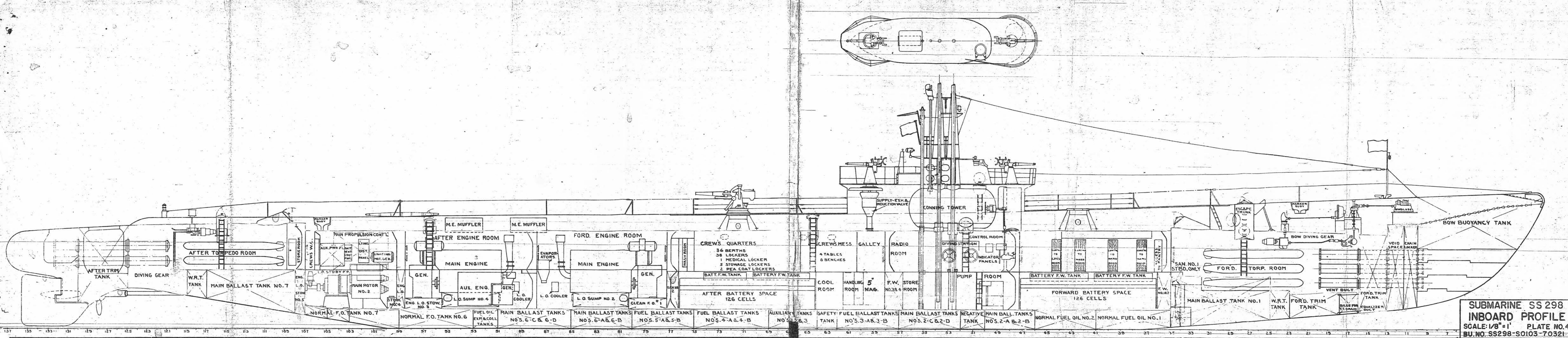
LENGTH OVERALL (DESIGNED)	311'-9 $\frac{1}{16}$ "
LENGTH BETWEEN PERPENDICULARS (DESIGNED)	307'-1 $\frac{1}{16}$ "
BREADTH, MOLDED	27'-1 $\frac{3}{4}$ "
BREADTH, EXTREME	27'-3 $\frac{3}{4}$ "
PROJECTION FORD. OF F.P.	4'-8"
LENGTH OF STRAIGHT KEEL	154'-7 $\frac{3}{8}$ "
DRAFT - SURFACE CONDITION TO UNDERSIDE OF KEEL PLATES (MEAN)	15'-3"
RATIO - LENGTH TO BEAM	11.41
SHAFTS DIVERGE AT ANGLE WITH $\epsilon$ OF SHIP	1°-39'
SHAFTS $\epsilon$ AT REDUCTION GEAR (11' AFT OF FR. 104) FROM $\epsilon$ OF SHIP	4'-3 $\frac{1}{2}$ "
SHAFTS $\epsilon$ AT REDUCTION GEAR (14' AFT OF FR. 104) ABOVE BASELINE	8'-0"
SHAFTS RAKE OUTBOARD & AFT .02674 PER INCH FROM $\epsilon$	
SHAFTS RAKE FROM BASELINE & FORD. .02613 PER INCH FROM BASELINE	
SHAFTS $\epsilon$ FROM BASELINE AT FR. 128	6'-9"
SCREWS CENTER FORD. OF A.P.	18'-6"
RUDDER AXIS FORD. OF A.P.	10'-6"
NUMBER OF FRAMES	137
FRAME SPACING - B TO FR. 35 - 24" FR. 35 TO FR. 62 - 30" FR. 62 TO FR. 69 - 24" FR. 69 TO FR. 103 - 30" FR. 103 TO FR. 104 - 24" FR. 104 TO FR. 106 - 30" FR. 106 TO FR. 137 - 24"	

**SUBMARINE SS 298**  
**GENERAL DIMENSIONS**  
 PLATE NO. 2  
 BU. NO. SS298-S0103-70321



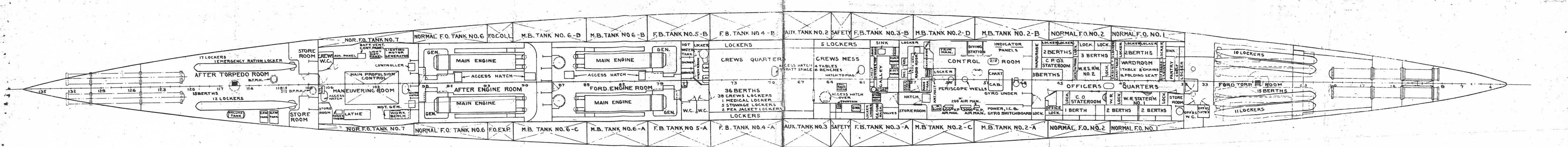




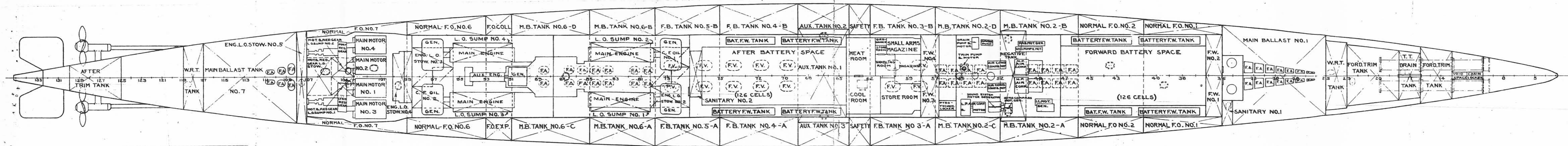


**SUBMARINE SS 298**  
**INBOARD PROFILE**  
 SCALE: 1/8" = 1'  
 PLATE NO. 4  
 BU. NO. SS298-S0103-70321



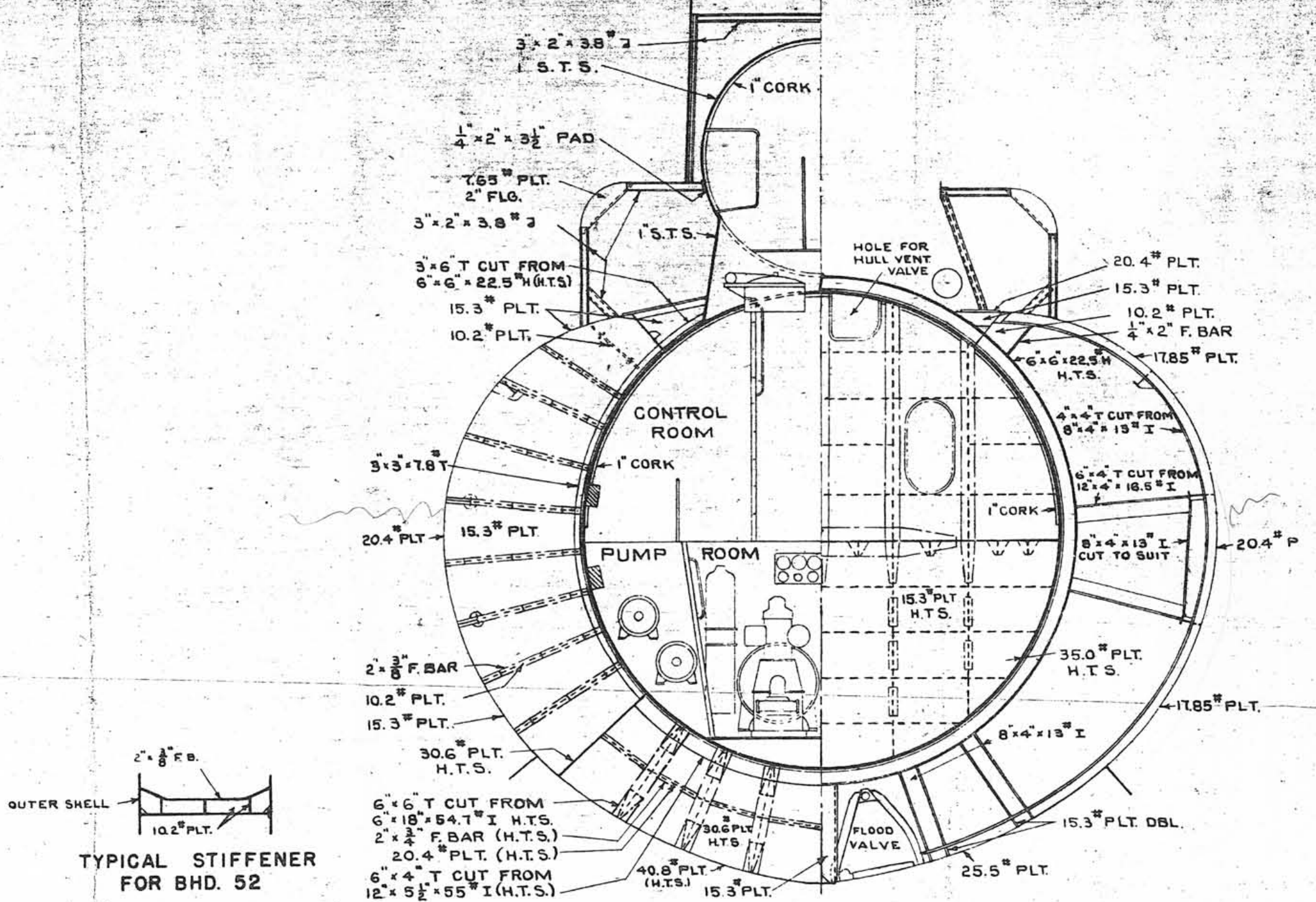


SUBMARINE SS 298  
 PLATFORM DECK  
 SCALE: 1/8" = 1' PLATE NO. 6  
 BU. NO. SS298-SOI03-70321



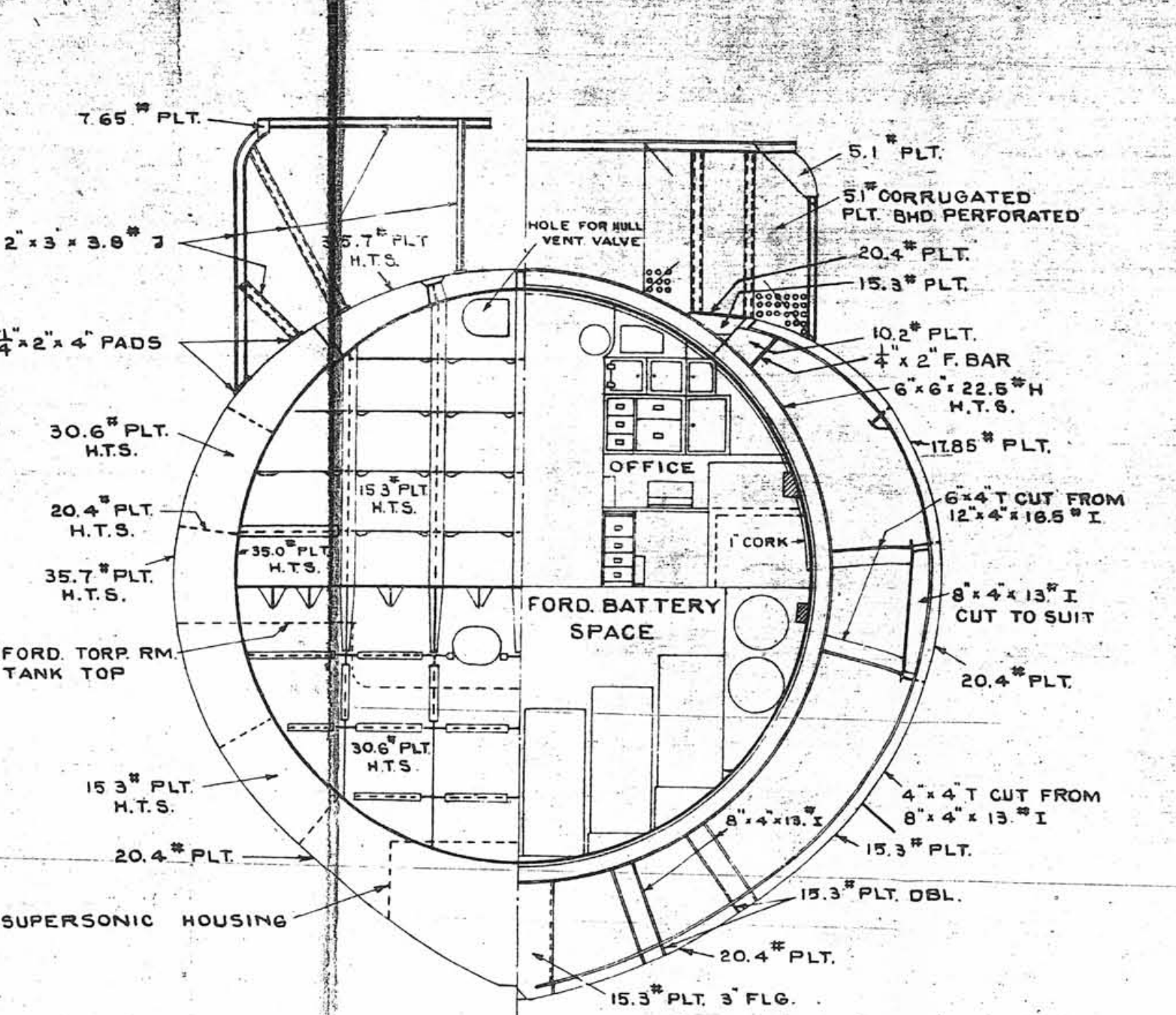
SUBMARINE SS 298  
 HOLD  
 SCALE: 1/8" = 1'  
 BU. NO. SS 298-S0103-70321





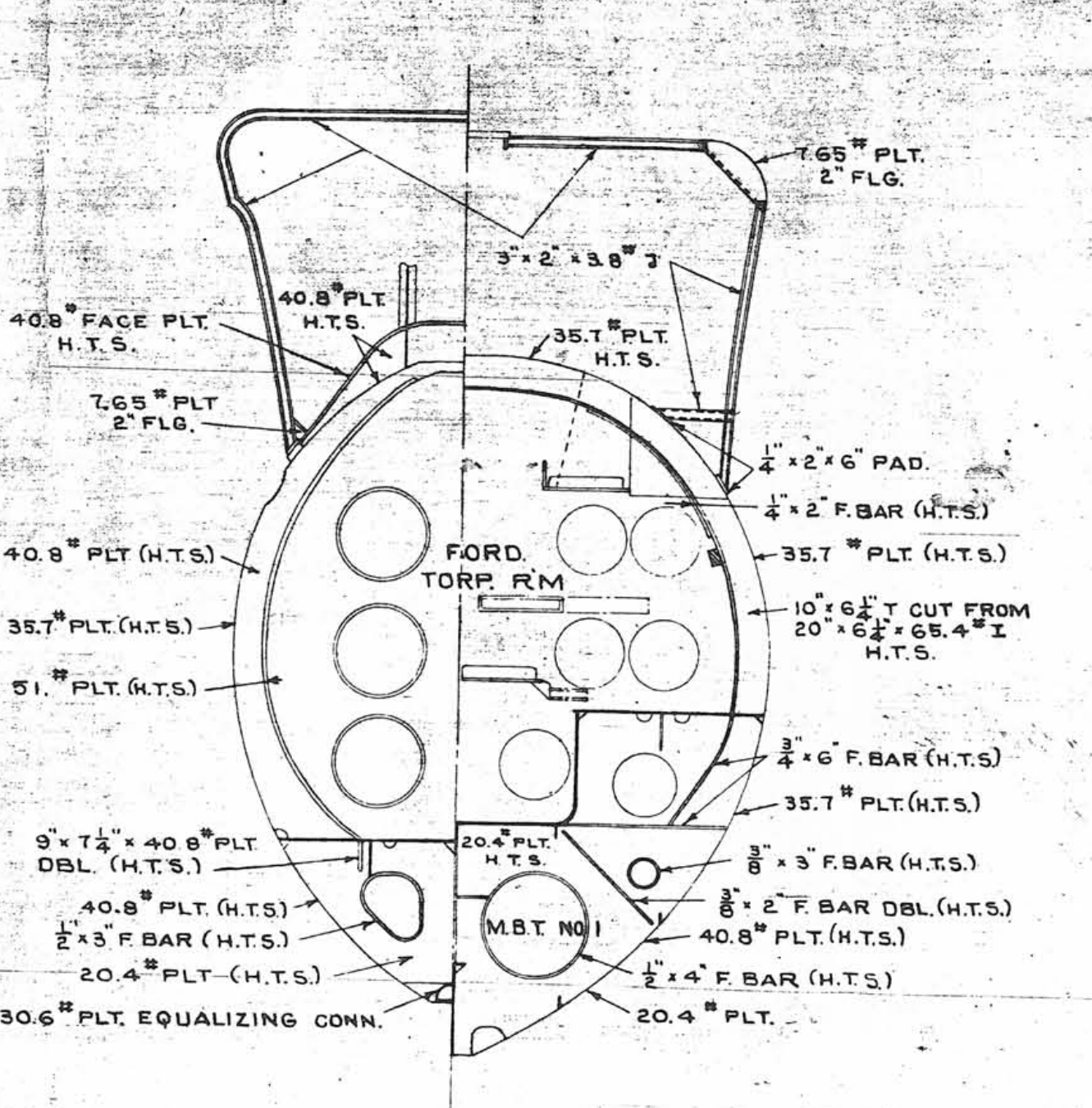
SECTION AT FR. 52  
LOOKING FORD.

SECTION AT FR. 58  
LOOKING FORD.



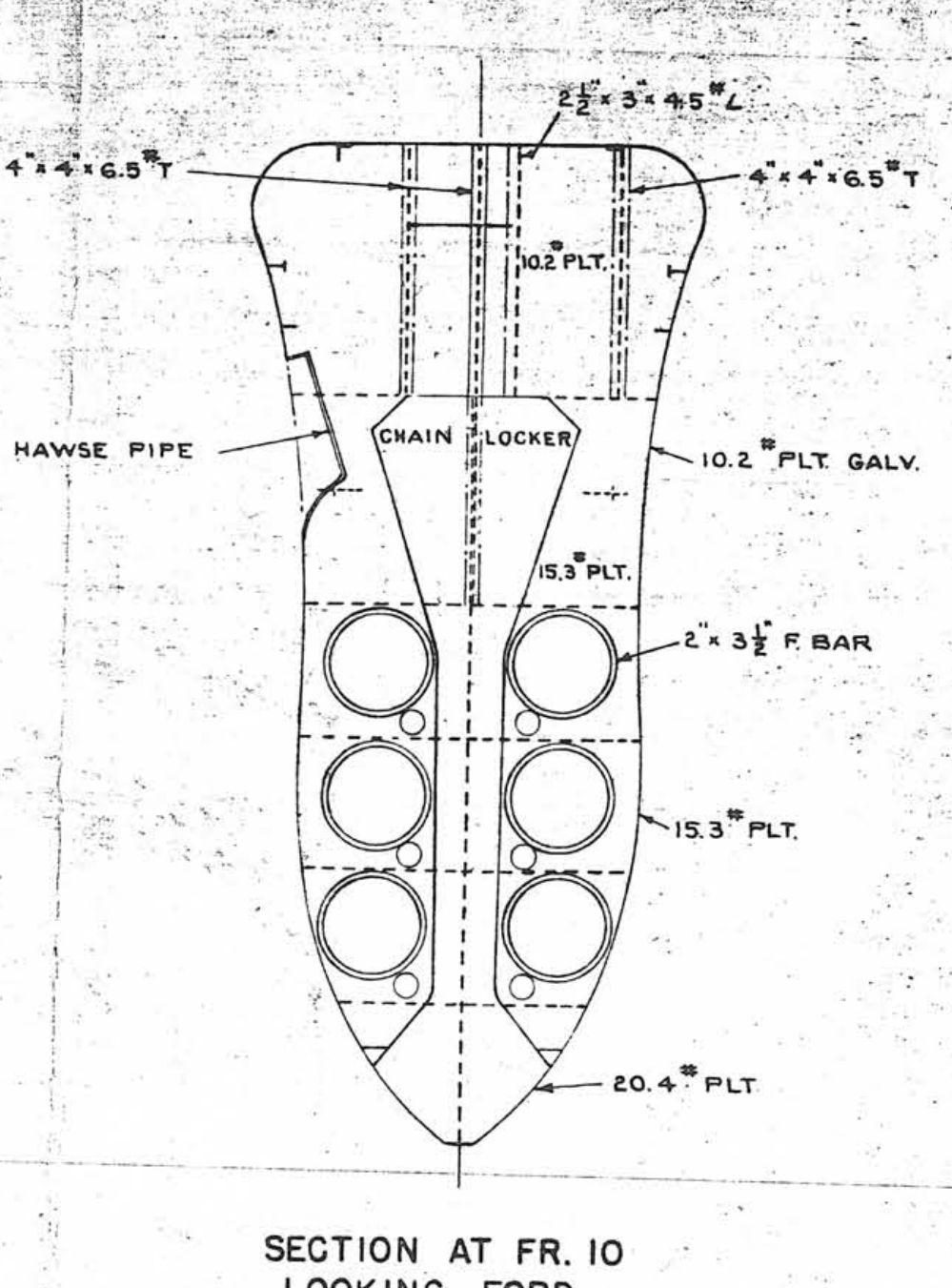
SECTION AT FR. 35  
LOOKING FORD.

SECTION AT FR. 45  
LOOKING FORD.



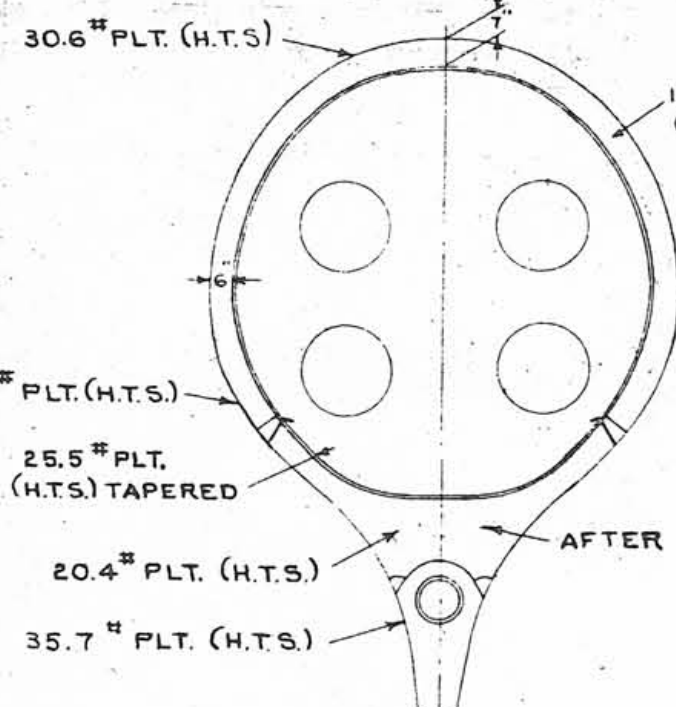
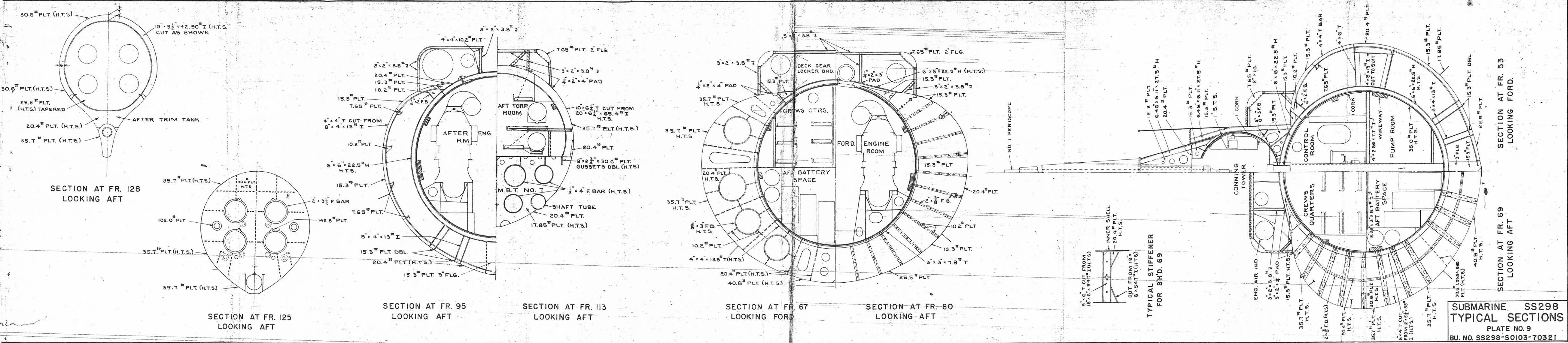
SECTION AT FR. 17  
LOOKING FORD.

SECTION AT FR. 26  
LOOKING FORD.

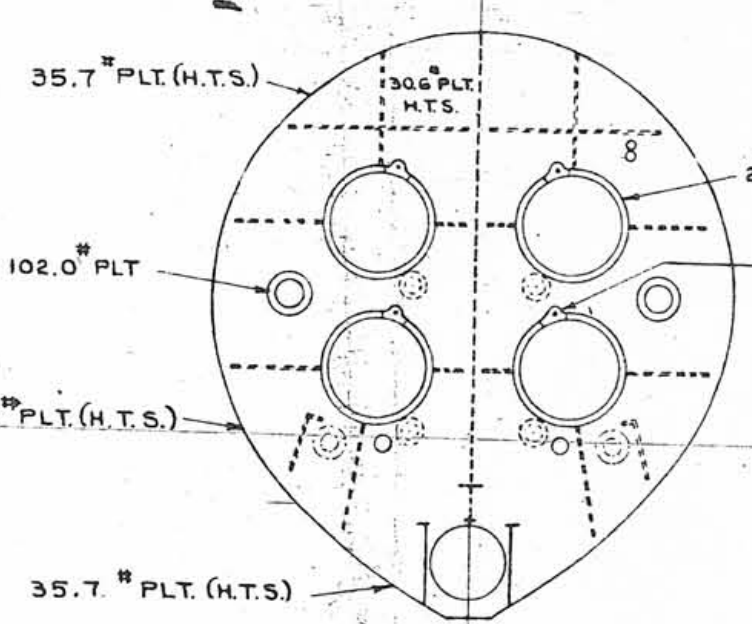


SECTION AT FR. 10  
LOOKING FORD.

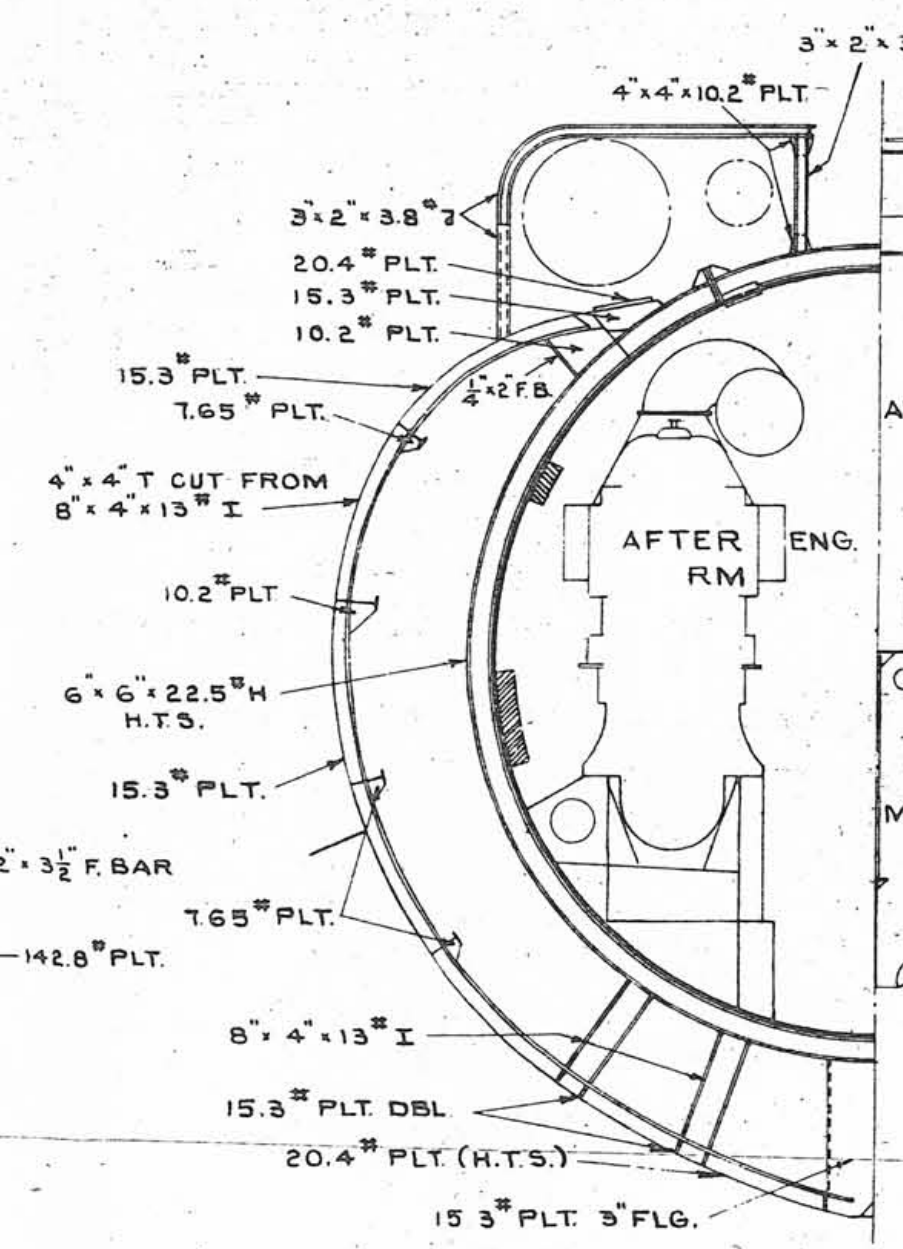




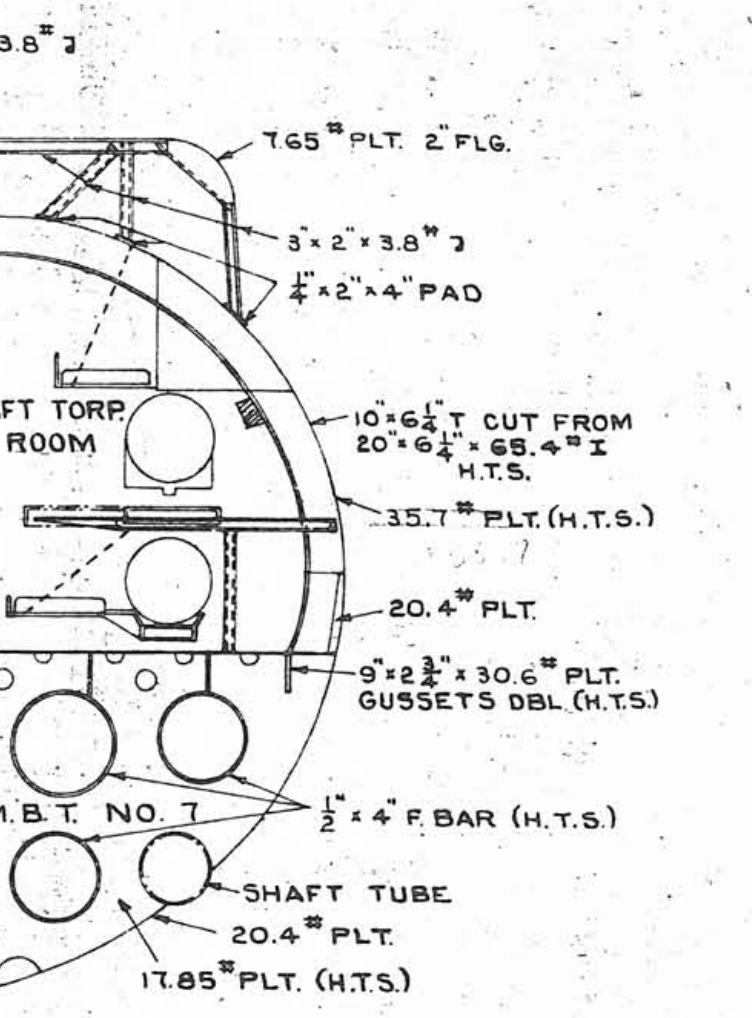
SECTION AT FR. 128  
LOOKING AFT



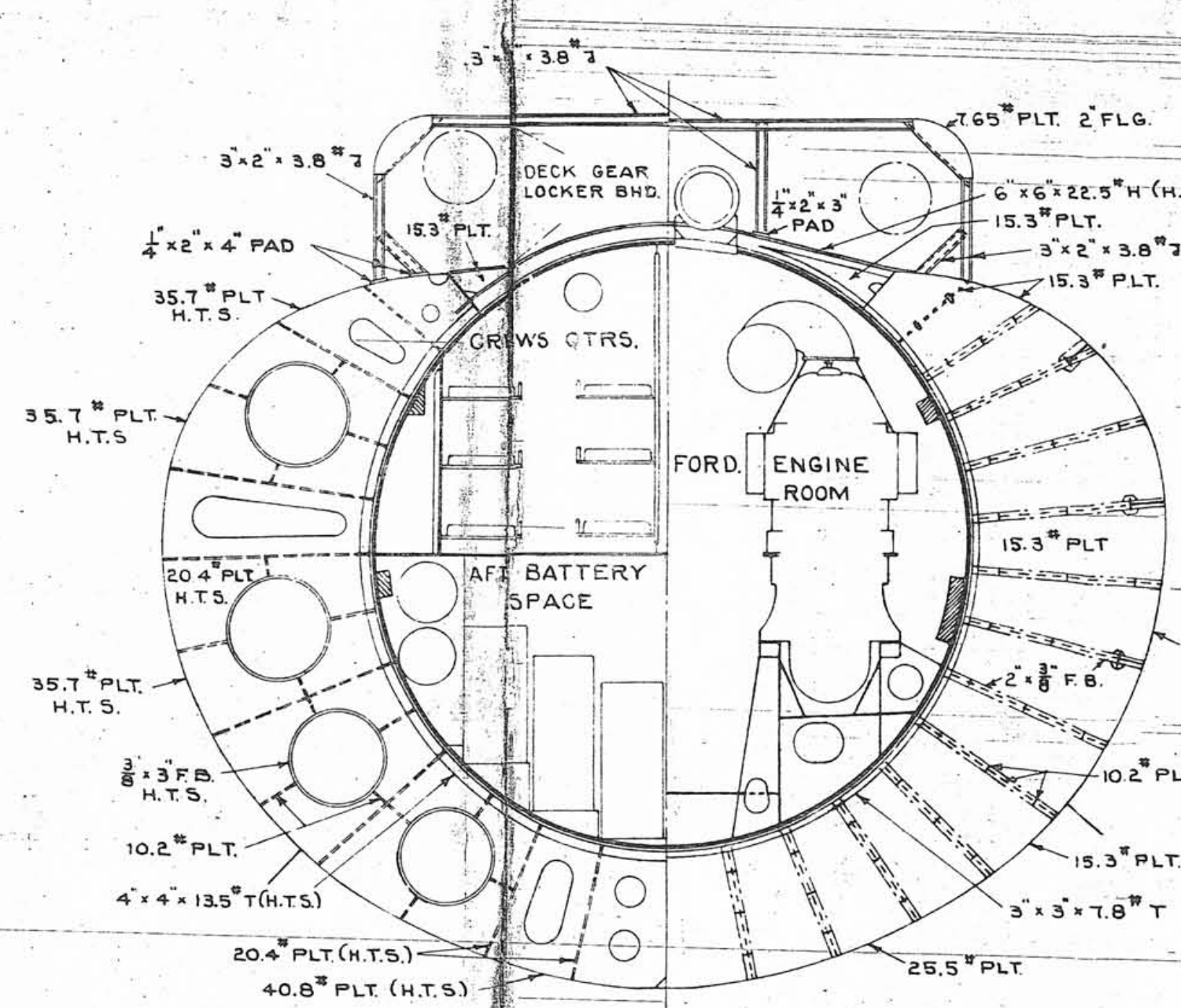
SECTION AT FR. 125  
LOOKING AFT



SECTION AT FR. 95  
LOOKING AFT

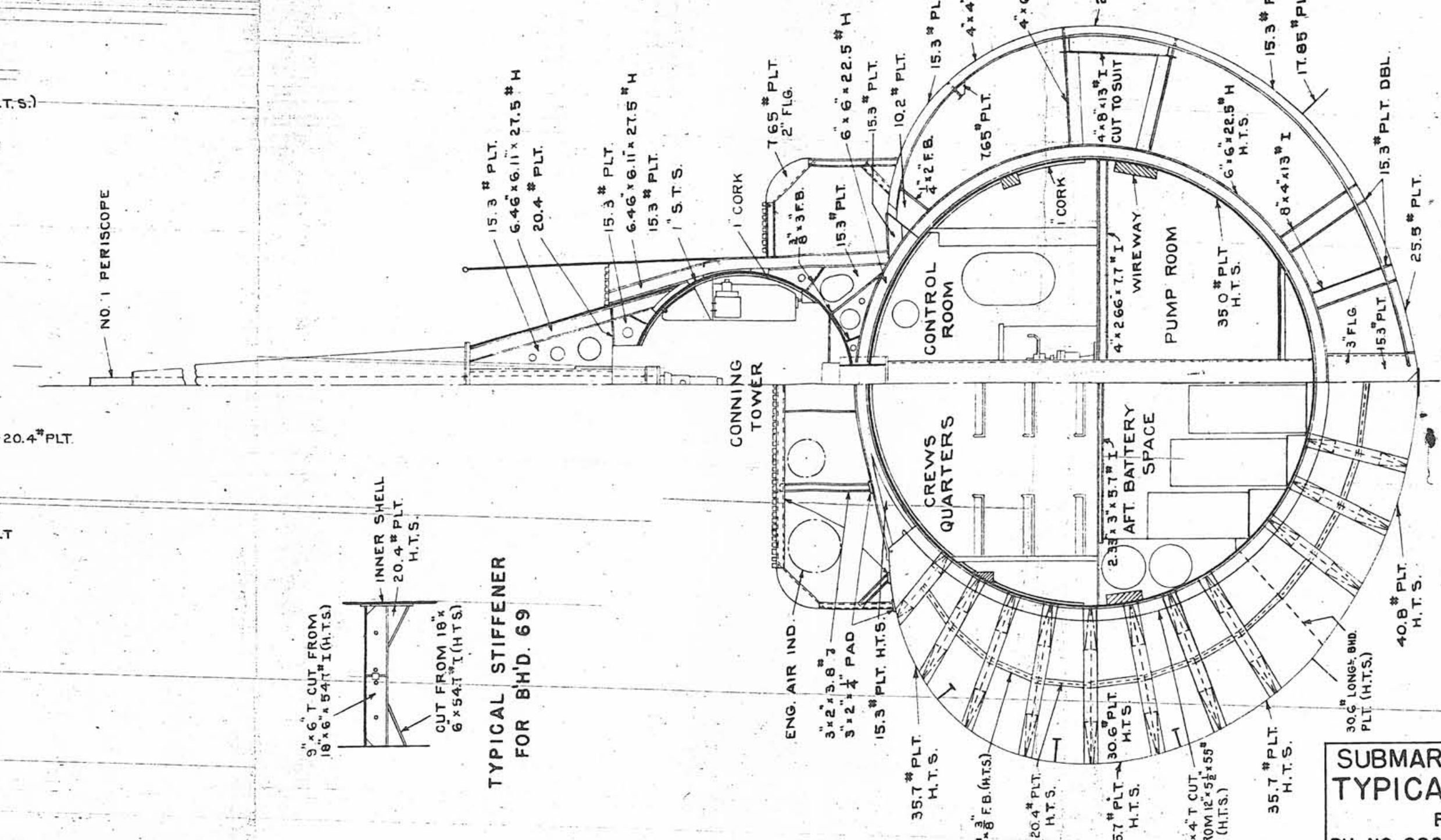


SECTION AT FR. 113  
LOOKING AFT



SECTION AT FR. 67  
LOOKING FORD.

SECTION AT FR. 80  
LOOKING AFT



SECTION AT FR. 53  
LOOKING FORD.

SECTION AT FR. 69  
LOOKING AFT