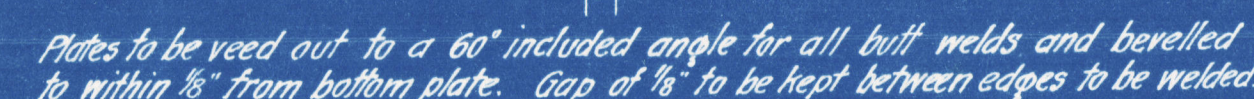
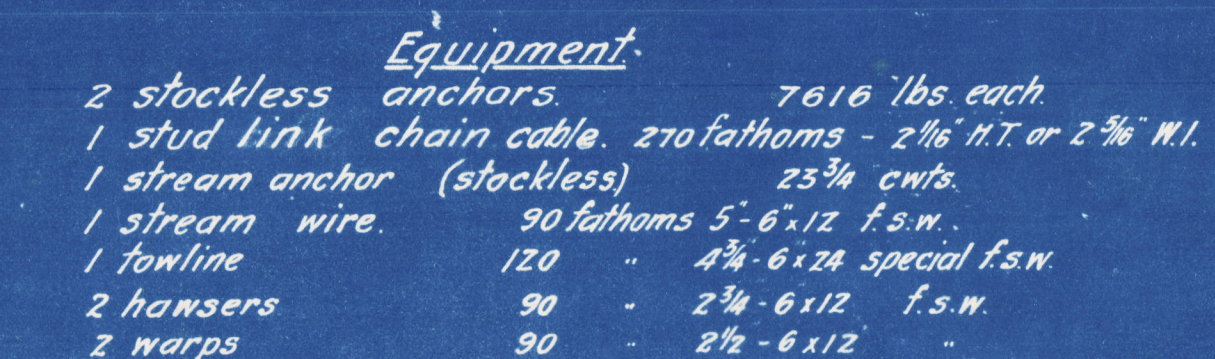


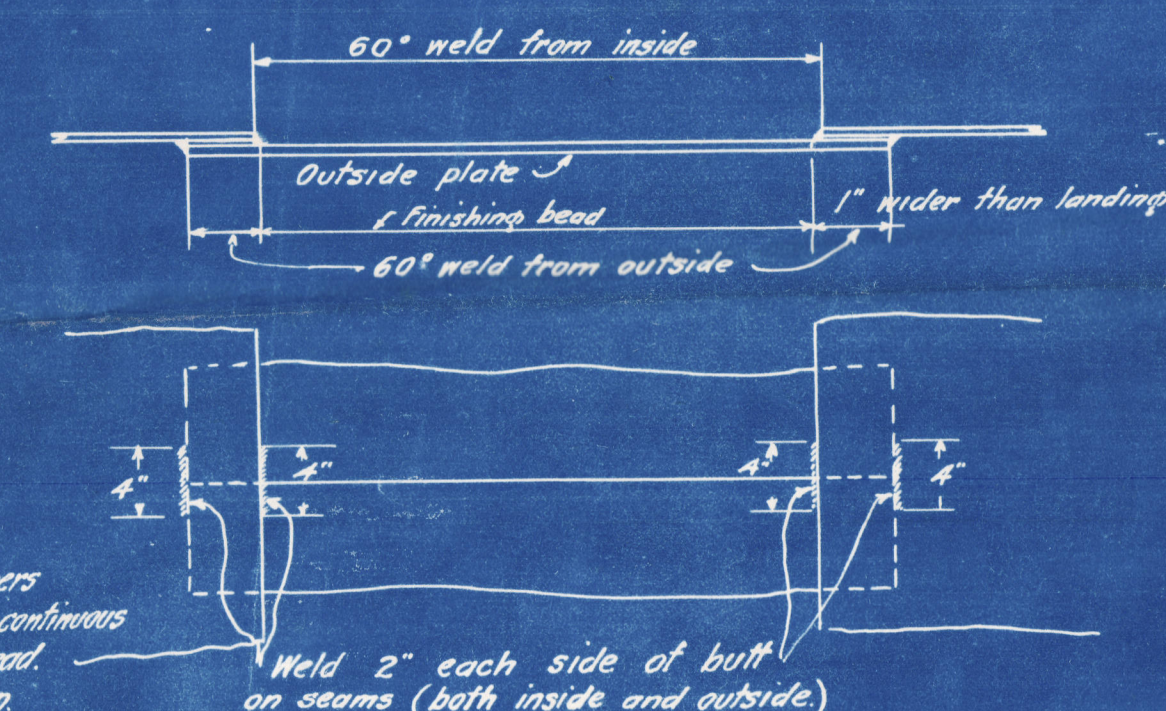
LENGTH B.P	416'
BREADTH EXTREME	57'
BREADTH MOULDED	56'-1"
DEPTH MOULDED UPPER DECK	37'-"
DEPTH MOULDED SECOND DECK	28'-"
DEPTH TO LENGTH UPPER DECK	11-14
CLASS & 100A1 WITH FREEBOARD	
DRAFT MOULDED	
FIRST NUMERICAL (L+D)	15500
SECOND NUMERICAL L(B+D)	39,189

EQUIPMENT NUMERAL

L (B + 0)	_____	=	39/189
MIDSHIP DECKHOUSE	30.25 x 7.5 x .50	=	113
CASINGS	20.5 x 7.5 x .50	=	77
"	59.75 x 10.5 x .50	=	314
AFT DECKHOUSE	33 x 7.5 x .50	=	124
			39,817



Tank Top. All top top plating seams and floor angles to be riveted.
All butts to be welded from top side tank top seams to be welded for 3" each side of butt
Shaft tunnel plating to be fillet welded to tank top similar to bblts. No foundation bars to be fillet.
Plating to have same procedure as tank top.
Flat keel. Weld Butts from inside (weld in place of C.V.K bars & seams only). Do not complete weld until C.V.K. and garboard strikes are bolted up.
CL Keel. The centre vertical keel will come riveted complete except in way of butts of plating, short bars approx. 15" x 30" long to be introduced here and fillet after C.V.K. is in place.
Butts of angles to be welded.
Flanged on top and lap riveted to tank top plating. Bottom edge to be fillet on shell plate & fillet welded as stretch the straining floors.
All butts on deck & W.P. struts to be welded to this plate inside and bilge brackets welded on outside. No angle connection will be fillet on either side of the tank margin plate. All butts of tank margin plates welded from outside with finishing bead inside.
Bottom Side Plating. All butts of bottom shell to be veed out & welded from the inside, this is done to obtain down hand welding, the fillet extend. Butts of inside struts will be veed out full width. The fillet of outside strikes to be welded inside and welded between the landing edges of inside strikes only. This weld will be completed by veeing outside on the ship & welding both seams. These to be veed out 1" wider than landing.



Side shell at ends Inside strokes to be veed out and welded from the inside.
 Along at bottom shell Outside strokes to be veed out and welded from the outside.

J.A.Strake. This is a clinker stroke. The butts to be veed out and welded from the outside and lower edge which is inside is to

Note. All shell landings top and bottom for 3" each side of shell butts to be welded.

W.T.Bhds To be all riveted except in way of tank top & tank margin.
No foundation angle to be fitted to tank top or margin.
Bulkhead plating & stiffener brackets buffed hard on tank

Bilge Bkts & Gusset plate
top & tank margin and fillet welded. Dhd shell bars to be carried down bilge & stopped $\frac{1}{2}$ " short of margin plate.
Riveted to frame and bilge angle and welded to tank margin.
Gusset plate welded to flange of bilge bracket & welded to tank top.

WT & Q.T. Floors To be welded direct to shell & tank top in double bottom without angles.

Throat weld varies with thickness of plate.

ends.
works in 6x6 angles.
1x 1/2" O.A.

NORTH VAN. SHIP REP.

1" riv 6% apart
in way of 1% thick top plate in
engine space.

spaced 4½" dia⁸.
4½" " "
& under 7/8" over .50" all spaced 5 dia⁸.

rivets to floors, $\frac{3}{8}$ " rivets to shell (see detail).		MIDSHIP SECTION	
6 dia's apart in way of L & B. space & bottom for:		HULL NO 152	
DRAWN BY			

APPROVED BY	
DATE	15 TH FEBRUARY, 1944.

C

003524-0244

005513-005524

TO ACCOMPANY VANCOUVER, B.C. FIRST ENTRY
HULL REPORT NO 6559.

NORTH VAN. SHIP REPAIRS LTD.

NORTH VANCOUVER, B.C.

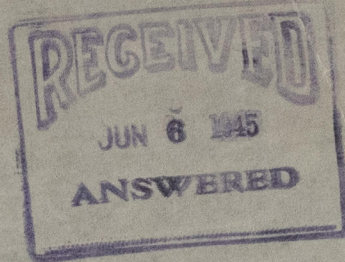
MIDSHIP SECTION

DRAWN BY		SCALE
APPROVED BY		$\frac{1}{2}" = 1 \text{ FOOT.}$

DATE	15 TH FEBRUARY, 1944.	C.H. 3.
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00-513-003524-0244

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