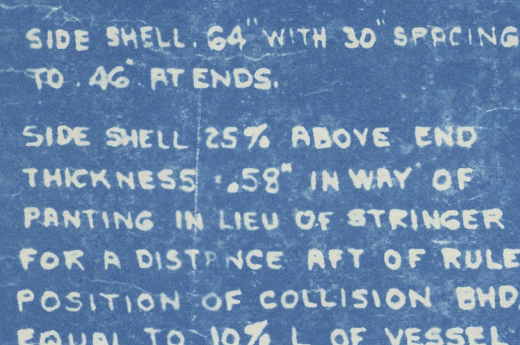
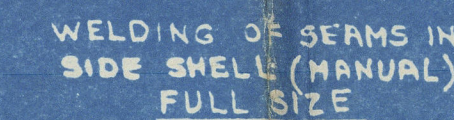


### Method

INNER BOTTOM BUTTS V WELDS.  
MARGIN PLATE TO SHELL-SEE DETAIL



SIDE SHELL 25% ABOVE  
END THICKNESS .58" IN WAY  
OF FOREPEAK TANK IN LIEU  
OF STRINGER CONNECTIONS  
TO SMELL

BOSS PLATING .70"

CUT OFF

MIDSHIP PORTION ONLY

SKETCH OF GUSSET PLATE

10 BULB PLATE BILGE KEEL

BOTTOM SHELL .64" WITH 30" SPACING TO .50" AT ENDS  
 TWO STRAKES OF SHELL (EXTRA WIDE) NEXT TO KEEL TO BE 10%  
 ABOVE ☒ RULE THICKNESS .64" TO .58" FWD - .62" IN FOREPEAK  
 & 54" AFT.

SOLID FLOORS ON EVERY FRAME IN ENGINE ROOM-UNDER BOILER STOODS  
UNDER BULKHEADS AND FORWARD OF  $\frac{1}{2}$  L - PARTIAL SOLID FLOORS TO  
LONGITUDINAL IN WAY OF THRUST. SOLID FLOORS ON EVERY 4TH FRAME  
ELSEWHERE (=10-0' MAXIMUM SPACING)

STERN FRAME AS PER DETAIL PLAN  
STEM BAR 10"x2½" TO L.W.L.  
PLATE STEM ABOVE L.W.L.  
RUDDER AS PER DETAIL PLAN  
FOR STEEL C.L BULKHEADS SEE  
STRUCTURAL INBOARD PROFILE

EQUIPMENT at IV

- 2 STOCKLESS BOWER ANCHORS EACH 7616 LBS  
1 STOCKLESS STREAM ANCHOR 2660 LBS  
225 FATHOMS STUD CHAIN CABLE 2 5/16" DIA  
90 FATHOMS OF 5/8" SWR  
120 FATHOMS TOWLINE 5% SWR  
2 HAWSERS EACH 90 FATHOMS 2 3/4" SWR  
2 WARPS EACH 90 FATHOMS 2 1/2" SWR

## SECTION OF TYPICAL HATCH SIDE GIRDER

RIDER PL 16"x1 1/4"FRS 47 TO 59 & 18 TO 31  
RIDER PL 16"x5/8"FRS 141 TO 153 INCL  
RIDER PL 16"x1/2"FRS 117 TO 127 INCL

NOTE:- SPECIAL CARE TO BE TAKEN TO OBTAIN A FULL WELD CONNECTION.

DETAIL OF MARGIN PLATE  
- V WELD TO SHELL -

TANK TOP PLATING CEILED FOR 2'-0"  
OUTSIDE THE HATCH LINE IN NO. 2-3 AND 4  
HOLDS - ALL CEILED IN NO. 1 AND 5 HOLDS.  
TANK MARGIN BRACKETS CEILED IN  
ALL HOLDS

MARGIN PLT. 68" x .54" HOLDS AND ENG. RM. - .60" IN BOILER SP.  
PLATING - .44" TO .40" IN HOLDS - .52" IN ENG. RM. - .58 IN BOILER SP.

KEEL PL. 80 TO .68 FWD  
TO .70" +10% ON F.P.K. IN THE FLAT  
TO .81" AFT PORTION OF SHIP FOR  
DRY DOCKING - SEE DRAW NO  
11261-S11-3-2

FLOORS - .38" IN HOLDS AND ENG. RM.  
.48" IN BOILER SPACE

GUSSET PLATE 15" IN #1 HOLD 12" ELSEWHERE .44-

CENTER GIRDER  $43\frac{1}{2} \times .54$  TO  $.46$   
60" IN POWER SPACE

MARK	PANEL	ITEM	ALTERATION	BY	CONTRACTOR		APPROVAL	
					DATE	APPR'D	DATE	APPR'D
A			WELDING NOTES: INNER BOTTOM BUTTS V WELDS - MARGIN PLATE TO SHELL SEE DETAIL SKETCH			6-10-44		
B			MAIN FRAMES ADDED FOR HOLD # 2 TO AGREE WITH DR 11261-311-3-2 INNER BOTTOM BRACKET TO SHELL ENLARGED 6 4 STRUTS RELOCATED DETAIL OF MARGIN PLATE WELD ADD'D. WELDING NOTE CORRECTED.	D. H. H.	5-2-44	5-1-44		
I			IN "CLASS" NOTE, WORDING "EXTREME DRAUGHT" CHANGED TO "MODERATE DRAUGHT" IN ACCORD WITH LOGS & CERT OF SHIPPING LETTER OF 5-27-44.	GBC DPC	5/10/44			
		1	HATCH COARINGS & HATCH SIDE GIRDERS ON BOTH DECKS CHANGED TO 2" X 6" HATCH HATCH SIDE GIRDER-CORR'G TO SUIT STRENGTH OF PLATE & GIRDERS OF BOTH TO BE CEMENTED TO NETS.	LC D		11/3/44		
II		2	EQUIPMENT 210 PATHONS STUDY CHAIN CABLE CHANGED TO 2 1/2 TONS STRAIN CHAINS C/TOWLINE CHANGED TO 3/8" SWR-HAWNSERS OTHERS DELTED (C/TOWLINE 1/2" SWR) DELETED ALL OF THE ABOVE TO AGREE WITH ALL ORANGE LIST # 10					
III		1	DRAWN KEEL REVISED TO SUIT SHELL EXPANSION PLAN.	CSB DPC HNT	10-10-44			

TODD-BATH IRON SHIPBUILDING CORPORATION.  
TODD-CALIFORNIA SHIPBUILDING CORPORATION.

DESIGN AND ENGINEERING BY  
GIBBS & COX, INC.  
NEW YORK

OCEAN HOPE  
MIDSHIP SECTION  
AS BUILT

SCALE $\frac{1}{4}$ , $\frac{1}{2}$ , $1\frac{1}{2}$ " = 1 FOOT	DATE NOVEMBER 25, 1940
DRAWN BY D.M.B. & L.H.K.	APPROVED <i>W.H. Gable</i>
TRACED BY L.H.K.	APPROVED <i>Gable</i>
CHECKED BY <i>adams</i>	APPROVED <i>W.H. Gable</i>
DR. # 11261-511-11-2	VAULT # 5192



BIALYSTOK. D.S. 582

MS

MIDSHIP SECTION



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CUT  
FRONT