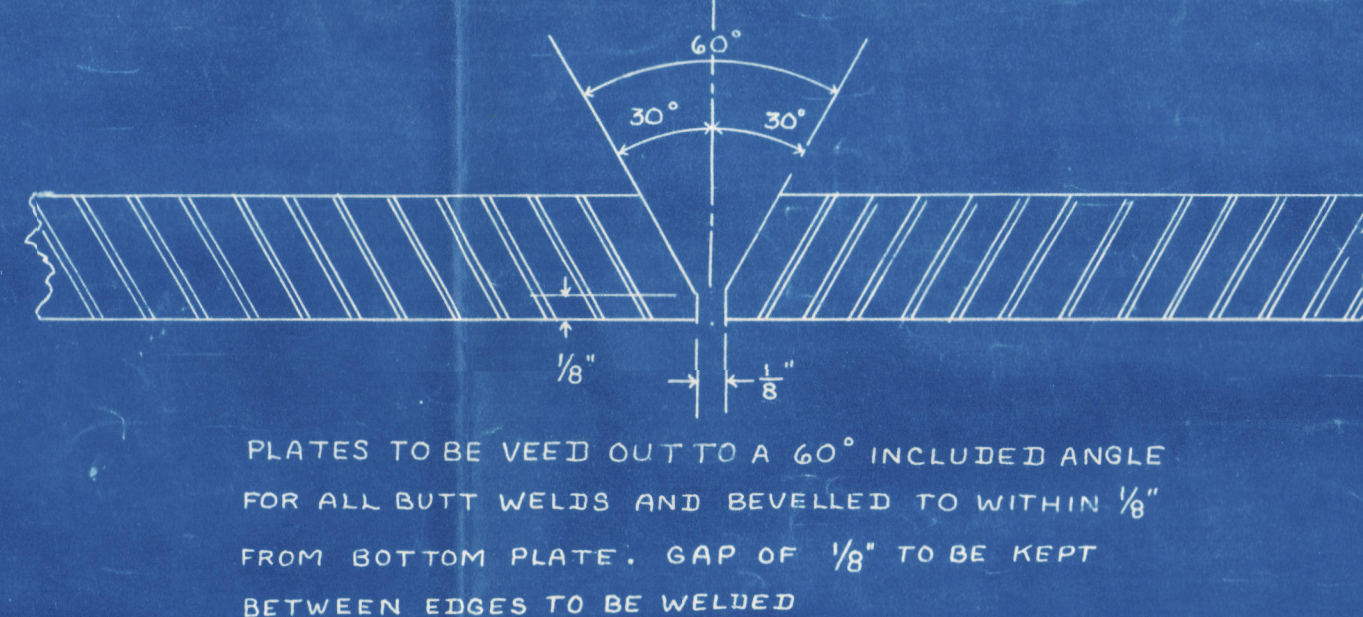
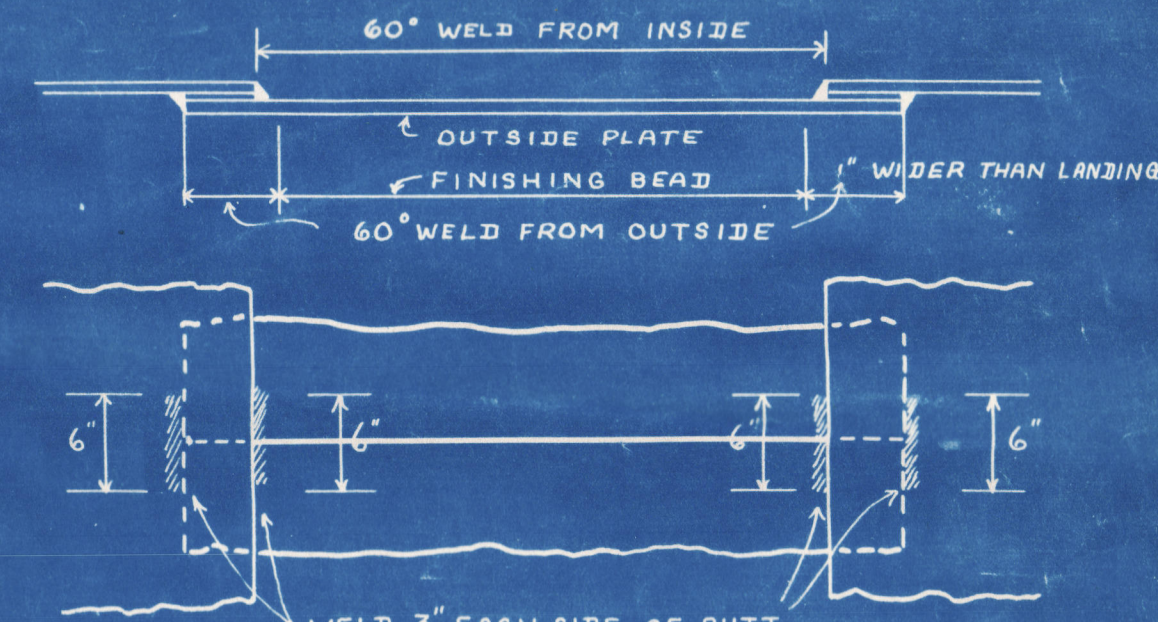


LENGTH B.P.	416'-0"
BREADTH EXTR.	57'-1"
BREADTH MLD.	56'-10 1/2"
DEPTH MLD. UPPER DK.	37'-4"
DEPTH MLD. SECOND DK.	28'-7"
DEPTHS TO LENGTH-UPPER DK.	11.14



e WELDING NOTES e

FLAT KEEL	WELD BUTTS FROM INSIDE (WELD IN WAY OF C.V.K. BARS AND SEAMS ONLY). DO NOT COMPLETE WELD UNTIL C.V.K. AND GARBOARD STRAKES ARE BOLTED UP.
C.V. KEEL	WILL COME RIVETED COMPLETE EXCEPT IN WAY OF BUTTS OF PLATING. SHORT BARS APPROX. 15" x 30" LONG TO BE INTRODUCED HERE AND FITTED AFTER C.V.K. IS IN PLACE AND BUTTS WELDED



ALL BUTTS OF BOTTOM SHELL TO BE VEE'D OUT AND WELDED FROM THE INSIDE. THIS IS DONE TO OBTAIN DOWN HAND WELDING TO THE FULLEST EXTENT.

BUTTS OF INSIDE STRAKES WILL BE VEE'D OUT FULL WIDTH.

THE BUTTS OF OUTSIDE STRAKES TO BE VEE'D INSIDE AND WELDED BETWEEN THE LANDING EDGES OF INSIDE STRAKES ONLY. THIS WELD WILL BE COMPLETED BY VEEING OUTSIDE ON THE SHIP AND WELDING BOTH SEAMS. THESE TO BE VEE'D OUT 1" WIDER THAN LANDINGS.

SIDE SHELL

AND ENDS INSIDE STRAKES TO BE VEEED OUT AND WELDED FROM THE
CLEAR OF INSIDE. OUTSIDE STRAKES TO BE VEEED OUT AND WELDED
BOTT SHELL FROM THE OUTSIDE.

J.A STRAKE THIS IS A CLINKER STRAKE. THE BUTTS TO BE VEE'D AND WELDED FROM OUTSIDE , AND LOWER EDGE WHICH IS INSIDE IS TO BE FINISHED IN THE SAME MANNER AS OUTSIDE PLATES, THAT IS, VEE'D 1" WIDER THAN LANDING AND WELDED FROM INSIDE.
NOTE : ALL SHELL LANDINGS TOP AND BOTTOM FOR 3" EACH SIDE OF SHELL BUTTS TO BE WELDED.

<u>TANK TOP</u>	ALL TANK 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 BHDS. NO FOUNDATION BARS TO BE FITTED.
MAIN AND	PLATING TO HAVE SAME PROCEDURE AS TANK TOP

W.T. FLOORS TOP AND BOTTOM ANGLES TO BE LINED. ENDS OF BOTH BARS NEXT CENTRE KEEL TO BE CUT $\frac{1}{2}$ " SHORT OF TOE OF CENTRE KEEL TOP AND BOTTOM FORE AND AFT ANGLES; OUTER ENDS TO BE CUT $\frac{1}{2}$ " SHORT OF MARGIN PLATE. THESE BARS TO BE ELECTRIC WELDED TO FLOOR PLATE WITH HEELS PROJECTING $\frac{1}{8}$ " OVER EDGE OF FLOOR PLATE FOR THAT PURPOSE. NO COLLARS TO BE FITTED ON EITHER ENDS OF FLOOR PLATE. THE ENDS OF FLOOR PLATES ARE TO BE FITTED NEATLY TO BUTT AGAINST CENTRE KEEL AND TANK MARGIN FOR FILLET WELDING. PLUG WELDS ABOUT 18" APART TO BE MADE THROUGH FLOOR PLATE FLANGE OF TOP AND BOTTOM BARS TOP AND BOTTOM FLOOR ANGLES TO BE RIVETTED TO TANK TOP AND SHELL RESPECTIVELY.

TANK MARGIN
PLATE

FLANGE ON TOP AND LAP RIVETED TO TANK TOP PLATING..BOTTOM
EDGE TO BE BUTTED ON SHELL PLATE AND FILLET WELDED INSIDE
AND OUTSIDE. THE ORDINARY FLOORS AS WELL AS W.T. FLOORS
WILL BE WELDED TO THIS PLATE INSIDE AND BILGE BRACKETS
WELDED ON OUTSIDE. NO ANGLE CONNECTIONS WILL BE FITTED
ON EITHER SIDE OF TANK MARGIN PLATE ALL BUTTS OF TANK
MARGIN PLATES WELDED FROM OUTSIDE, WITH FINISHING BEAD INSIDE
TO BE ALL RIVETED EXCEPT IN CASE OF TANK TOP AND TANK MARGIN
NO FOUNDATION ANGLE TO BE FITTED TO TANK TOP OR MARGIN
BHD. PLATING AND STIFFENER BRACKETS BUTTED HARD ON TANK
TOP AND TANK MARGIN AND FILLET WELDED. BULKHEAD SHELL
BARS TO BE CARRIED DOWN BILGE AND STOPPED $\frac{1}{2}$ " SHORT
OF MARGIN PLATE.

BILGE BRKTS
AND GUSSET
PLATE

RIVETED TO FRAME AND BILGE ANGLE AND WELDED TO TANK
MARGIN. GUSSET PLATE WELDED TO FLANGE OF BILGE BRACKET
AND WELDED TO TANK TOP.

PILLARS TO BE WELDED TO TANK TOP.

KEEL 52"x.78" FOR $\frac{3}{5}$ L TO .68" AT E
 $\frac{7}{8}$ " RIVETS IN SEAMS AND FRAMES.

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

EQUIPMENT
ANCHORS - 68 CWTs.

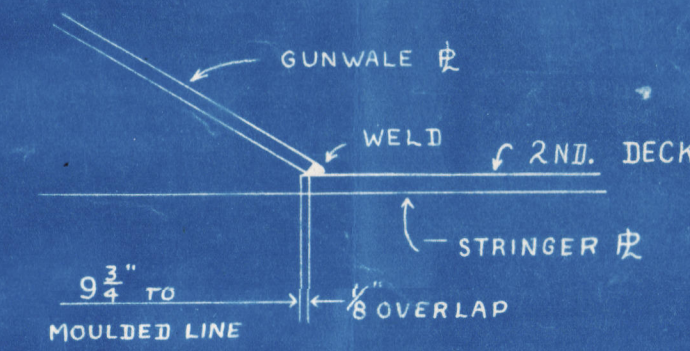
- 2 - BOWER ANCHORS - 68 CWTs. **S. F. L. HOMPSON**
 1 - STUD CABLE CHAIN - 225 FATHOMS 2 5/8"
 1 - STREAM ANCHOR (STOCKLESS) - 23 3/4 CWTs.
 1 - STREAM WIRE 90 FATHOMS 5" - 6x12 F.S.W.
 1 - TOWLINE 120 " 4 3/4" - 6x24 SPECIAL F.S.W.
 2 - HAWSERS 90 " 2 3/4" - 6x12 F.S.W.
 2 - WARPS 90 " 2 1/2" - 6x12 "

REVISIONS	
JULY 21/41	RE DRAIN HOLES
AUG. 21/41	A DETAIL SHOWING W.T. FLOORS AT CV. KEEL HAS BEEN ADDED (SEE BELOW AT LEFT). UPPER & SECOND DE PLATING NOW JOGGLED INSTEAD OF TAPERED LINERS
JAN. 15/42	R'E DRAIN HOLES - SEE NOTE
FEB. 3/42	NOTE ADDED - RE-CEMENT CHOCKS

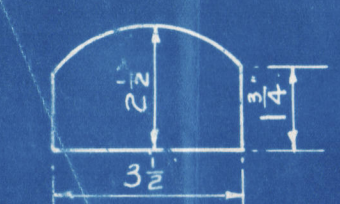
BURRARD DRY DOCK CO. LTD.
N. VANCOUVER, - B. C.
ENGINEERING DEPARTMENT
MIDSHIP SECTION
VESSEL NO 126
DRAWN _____ TRACED R.B.Y. CHECKED _____
DESIGNED BY W. J. R. T. THOMPSON
SCALE $\frac{1}{2}$ " = FT.
DATE NOV. 25/54 DRAWING NO. 3057A

0090911 010007+0100

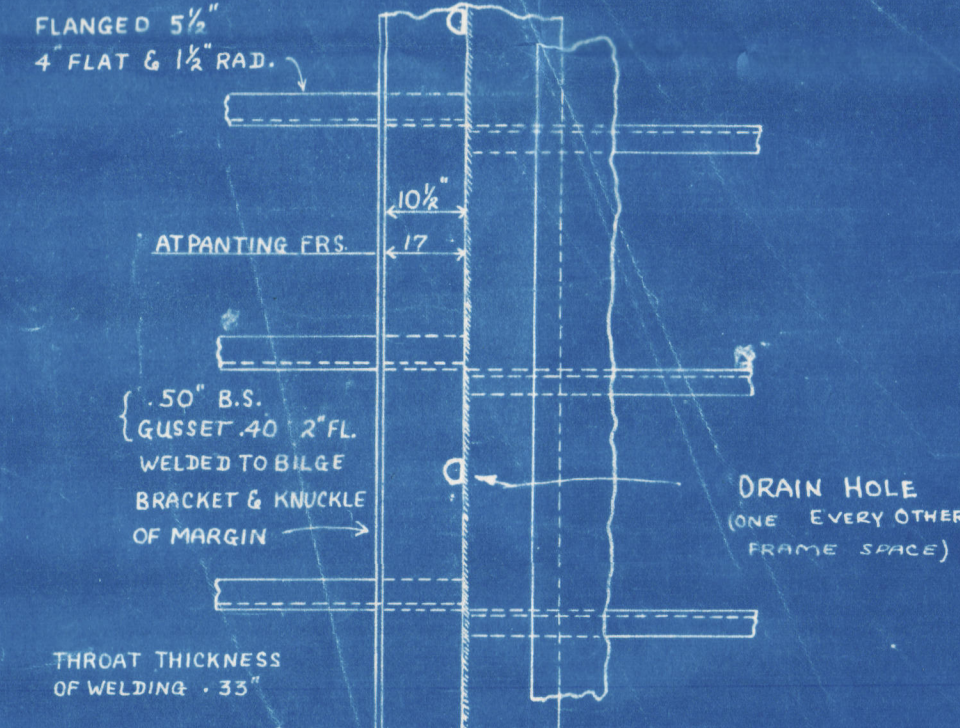
SHEERSTRAKE .70" WITH TWEEN
DK. FRAMES ONE EVERY FRAME
TO .45" AT ENDS
STRAKE BELOW SHEERSTRAKE
.61" TO .45" AT ENDS.



DETAIL AT "AA"

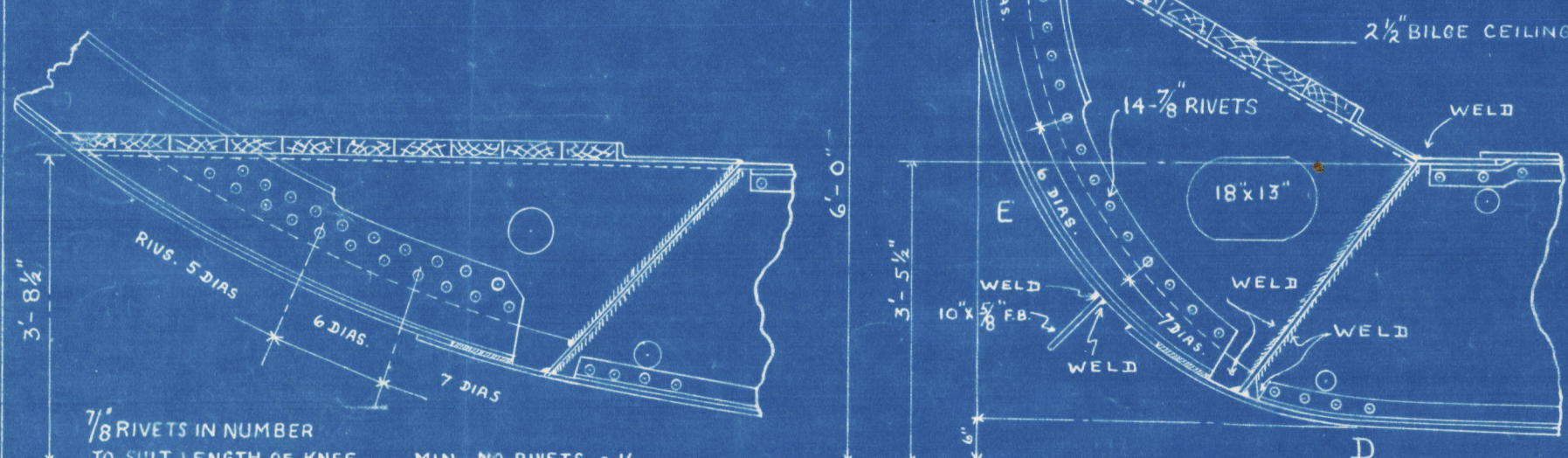


DETAIL OF DRAIN HOLE

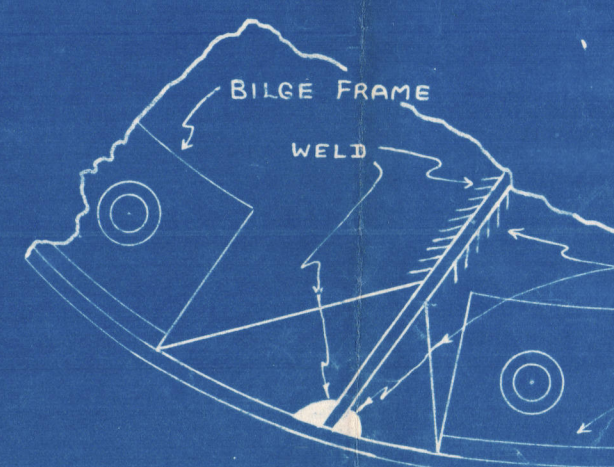


DETAIL OF TANK GUSSETS

SIDE SHELL $\frac{5}{8}$ " WITH 30°
SPACING TO .45" AT ENDS.
SIDE SHELL .25" ABOVE
END THICKNESS -.56" IN
WAY OF PANTING IN LIEU
OF STRINGERS FOR A DISTANCE
AFT OF ROLE POSITION OF
COLLISION BHD. EQUAL TO
10% L. OF VESSEL.
SIDE SHELL .25" ABOVE
END THICKNESS -.56" IN
WAY OF FORE PEAK TANK
IN LIEU OF STRINGER
CONNECTIONS TO SHELL,
BOSS PLATING .70"
OUTER PLATE INCREASED
25% ABOVE RULE.



DETAIL OF BILGE BRACKETS
AFT OF FRAME 66 + FWD OF FRAME 106
(EXCEPT NO. 1 HOLD)



FRAMES

2'x4'x4'-46T	CHANNELS TO 2ND.DK. IN E.R. + NO.3 HOLD, 30"APART.
2'x4'x4'-025	" " " " B.R.4 CROSS BUNKER 30"
2'x4'x4'-025	" " " " NO. 2-4 + 5 HOLDS " "
5'x4'x4'-025	" " " " NO.1 HOLD, 27"APART.

8'x3 1/2'x.35" B. ANGLES SPACED 24" APART.

SETTING OF SIZE FRAMES TO SHELL

T AT 30" SPACING

" 27"

FOR 10% L.AFT OF RULE POSITION OF COLLISION BELT

IN PEAK TANKS & DEEP TANKS

MARGIN PLATE $\frac{9}{16}$ " + $\frac{5}{8}$ " B.S.
B.O.T.S $8 \frac{1}{2}$ " X .45" FL. IN E.R., CROSS BUNKER & NO.3 HOLD
.55" B.S., .45" FLANGED IN NO.1 HOLD, $72 \frac{1}{2}$ " X .45" FL ELSEWHERE
B.O.T. CONNECTIONS, $10 \frac{1}{2}$ " GUSSET FL. 2" (ALTERNATIVELY $3 \frac{1}{2}$ " X $3 \frac{1}{2}$ " X $\frac{1}{4}$ "
ANGLE, $\frac{9}{16}$ " B.S.)
B.O.T. CONNECTIONS IN PAINTING AREA, $17 \frac{1}{2}$ " GUSSET FL. 2"
(ALTERNATIVELY $3 \frac{1}{2}$ " X $3 \frac{1}{2}$ " X $\frac{1}{4}$ " DOUBLE ANGLE 9- $\frac{1}{2}$ " RIVS.)

NOTE: BILGE FRAME AND BOTTOM FRAME TO BE ORDERED AND TURNED ETC. IN ONE LENGTH.
BOTTOM SHELL $\frac{5}{8}$ " WITH 30" SPACING TO .50" AT ENDS. RIVETS IN BOTTOM FRAMES TO SHELL & FLOORS SPACED 7" IN THREE STRAKES OF SHELL NEXT TO KEEL TO BE 10% ABOVE $\frac{1}{2}$ THICKNESS = .65" (.45" IN WAY 2" SPACING) FROM $\frac{1}{2}$ L FORWARD TO COLLISION RIB

2 1/2" BILGE CEILING IN CROSS
BUNKER & NO. 3 HOLD

GUSSET BROUGHT OVER KNUCKLE & WELDED TO TOP
2 1/2" x 3" DRAIN HOLES, ONE FOR EACH FRAME SPACE IN ENGINE & BOILER ROOMS

FLOORS, ON EVERY FRAME, $\frac{11}{32}$ " IN HOLDS WITH STIFFS, AS SHOWN. 49 S.
W.T. FLOORS .49 (INCL. B.S.) WITH STIFFS: 6" \times 3 $\frac{1}{2}$ " \times $\frac{5}{16}$ " SPACED 30"
TANK TOP CENTRE STRAKE 8 $\frac{1}{2}$ " \times 50" TO 44 $\frac{3}{16}$ " B.S. 50 S.

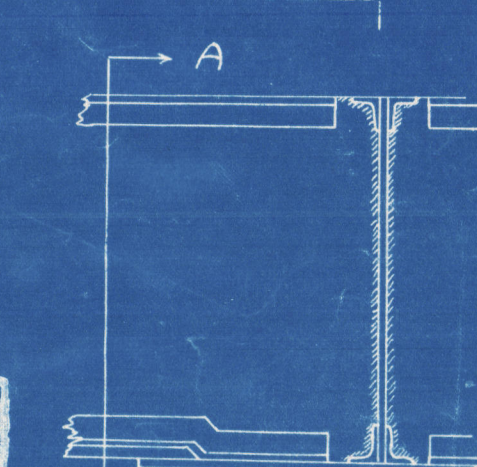
TANK TOP PLATING .44" TO .40", 50° S.E., $\frac{9}{16}$ " B.S.
FRAMES IN TANK $3\frac{1}{2} \times 3\frac{1}{2} \times 1.44$
REVERSE FRAMES IN TANK $3 \times 3 \times \frac{1}{2}$, $4 \times 4 \times \frac{1}{4}$ " IN B.S., $6 \times 6 \times \frac{1}{2}$ "
UNDER ENGINES, $3\frac{1}{2} \times \frac{1}{2}$ " DOUBLE UNDER THRUST BLOCK
 $6 \times 6 \times \frac{9}{16}$ " UNDER BOILER BEARERS.
BOTTOM FRAMES FROM $\frac{1}{2}$ " FORWARD TO COLLISION END:
 $6 \times 6 \times \frac{1}{2}$ " WITH RIVETS TO SHEEL $\frac{1}{2}$ " DIAS. APART. 6 DIAS. IN
VERTICAL FLANGE. (SEE SKETCH LOWER LEFT ON THIS DWG.)
GIRDERS (ONE EACH SIDE) $6 \times 3\frac{1}{2} \times 4\frac{1}{2}$ " B. ANGLES CONTINUOUS
TOP AND BOTTOM BARS AND $6 \times 3\frac{1}{2} \times \frac{1}{2}$ " B. ANGLE AT EACH FLOOR
WITH $3 - \frac{3}{4}$ " RIVETS TOP + BOTTOM.
INTERCOSTAL PLATE GIRDERS. (WHERE SHOWN ON DECK PLANS)
.36 PLATE IN HOLDS, 42" IN S.E., 52" B.S. WITH VERTICALS
 $3 \times 3 \times \frac{1}{2}$, $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{1}{2}$ " B.S. BOTTOM CONNECTIONS $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{1}{2}$ "
TOP CONNECTIONS $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{1}{2}$, $6 \times 6 \times \frac{1}{2}$ " UNDER ENGINES & THRUST,
 $4 \times 4 \times \frac{1}{2}$ " B.S. ADDITIONAL GIRDERS UNDER ENGINES & FORWARD
OF $\frac{1}{2}$ " AS PER SECTION II.

CENTRE GIRDER 43 $\frac{1}{2}$ " ABOVE KEEL X $\frac{3}{8}$ " TO $\frac{7}{8}$ ", $\frac{5}{8}$ " B.
TOP BARS 3 $\frac{1}{2}$ " X 3 $\frac{1}{2}$ " X $\frac{1}{4}$ ", 4 X 4" X .50" B.S.
BOTTOM BARS 4" X 4" X .50" ALL FORE AND AFT.
VERTICALS 3 $\frac{1}{2}$ " X 3 $\frac{1}{2}$ " X $\frac{1}{4}$ ", 4 X 4" X .50" B.S. 6 X 6" $\frac{1}{2}$ " UNDER
ENGINES & THRUST BLOCK. 4" X $\frac{5}{8}$ " UNDER STEEL BEARINGS.

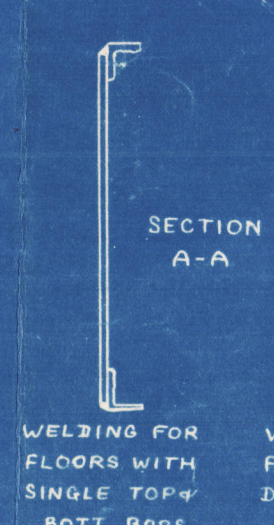
CEMENT CHOCKS TO BE FITTED AT UPPER
EDGE OF BILGE CEILING IN ALL HOLDS
EXCEPT NO 1

	<u>EQUIPMENT</u>	<u>NUMERAL</u>
L (B + D)		3918
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
AFTER DECKHOUSE	26 x 7.5 x .50	105
		<u>39,791</u>

ISSUED
MAR 7 1942
BIBBARD DRY DOCK CO. LTD.
MILL DEPARTMENT
1000 PM WASHINGTON, D. C.



DETAIL OF W.T. FLOORS
AT C.V. KEEL



WELDING FOR FLOORS WITH SINGLE TOP & BOTT. BARS.	WELDING FOR FLOORS WITH DOUBLE TOP & BOTT. BARS.
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REVISIONS
29/4/2 DRAIN HO
REVISED.