

<u>LENGTH B.P.</u>	416' 0"
<u>BREADTH EXTR.</u>	57' 1"
<u>BREADTH MLD.</u>	56'-10 1/2"
<u>DEPTH MLD. UPPER DK.</u>	37' -4"
<u>DEPTH MLD. SECOND DK.</u>	28' -7"
<u>DEPTHS TO LENGTH UPPER DECK</u>	
<u>CLASS +100A1 WITH FREEBOARD</u>	
<u>DRAFT MLD.</u>	26'-10"

UPPER DECK STRINGER ANGLE  
FRS. 23 - 40 4" x 4" x  $\frac{9}{16}$ "  
FRS. 40 - 128 6" x 6" x  $\frac{1}{2}$ "  
FRS. 128 - 147 4" x 4" x  $\frac{9}{16}$ "  
STRINGER  $\phi^T$  E.W. TO  
SHEER STRAKE AT ENDS.

BUTT WELDS IN ALL CLASSES TO HAVE  
A FINISHING BEAD.  
FIRST TWO BEADS IN BUTT WELDS  
TO BE WELL PEENED.

PLATES TO BE VEE'D OUT TO A 60° INCLUDED ANGLE  
FOR ALL BUTT WELDS AND BEVELLED TO WITHIN 1/8"  
FROM BOTTOM PLATE. GAP OF 1/8" TO BE KEPT  
BETWEEN EDGES TO BE WELDED.

### EQUIPMENT.

2 STOCKLESS ANCHORS 8400 LBS EACH  
1 STUD CABLE CHAIN 210 FATHOMS 2 1/2" H.T. STEEL  
1 STREAM ANCHOR (STOCKLESS) 23 3/4 GWTS.  
1 STREAM WIRE 90 FATHOMS 8" - 6 x 12 F.W.  
1 TOWLINE 120 " 4 1/2" - 6 x 24 SPECIAL F.W.  
2 HAWKERS 90 " 2 1/2" - 6 x 12 F.W.  
2 WARPS 90 " 2 1/2" - 6 x 12 "

WELDING NOTES.

FLAT KEEL WELD BUTTS FROM INSIDE (WELD IN WAY OF G.V.K. BARS AND SEAMS ONLY) DO NOT COMPLETE WELD UNTIL G.V.K. & GARBOARD STRAKES ARE BOLTED UP

G.V. KEEL WILL COME RIVETED COMPLETE EXCEPT IN WAY OF BUTTS OF

50° WELD FROM INS.

BOTTOM  
SHELL  
PLATING

50° WELD FROM INSIDE.

OUTSIDE PLATE.

BOTTOM SHELL PLATING.

60° WELD FROM INSIDE.

OUTSIDE PLATE.

FINISHING BEAD.

60° WELD FROM OUTSIDE.

1" WIDER THAN LANDING.

WELD 2" EACH SIDE OF BUTT.  
ON SEAMS (BOTH INSIDE & OUTSIDE)

ALL BUTTS OF BOTTOM SHLL TO BE VEED OUT AND WELDED FROM THE INSIDE. THIS IS DONE TO OBTAIN DOWN HAND WELDING TO FULLEST EXTENT BUTTS OF INSIDE STRAKES WILL BE VEED OUT FULL WIDTH. THE BUTTS OF OUTSIDE STRAKES TO BE VEED INSIDE AND WELDED BETWEEN THE LANDING EDGES OF INSIDE STRAKES ONLY. THIS WELD WILL BE COMPLETED BY VEEDING OUTSIDE ON THE SHIP AND WELDING BOTH SEAMS. THESE TO VEED OUT 1" WIDER THAN LANDING.

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

THIS IS A CLINKER STRAKE. THE BUTTS TO BE VEE AND WELDED FROM OUTSIDE AND LOWER EDGE WHICH IS INSIDE IS TO BE FINISHED IN THE SAME MANNER AS OUTSIDE PLATES. THAT IS VEE 1" WIDER THAN LANDING AND WELDED FROM INSIDE.

NOTE: ALL SHELL LANDINGS TOP & BOTTOM FOR 3" EACH SIDE OF SHELL BUTTS TO BE WELDED.

TANK TOP  
SIDE OF CHINEE BUTTS IS TO BE WELDED.  
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 BNDG.  
NO FOUNDATION BEARS TO BE FITTED.  
PLYING TO HAVE SAME PROCEDURE AS TANK TOP.

TANK MARGIN PLATE. FLANGED ON TOP AND LAP RIVETED TO TANK TOP PLATING. BOTTOM EDGE TO BE BUTTED ON SHELL PLATE AND FILLET WELDED. AS SKETCH. THE ORDINARY FLANGES AS WELL AS O.T. & W.T. FLUORS WILL BE WELDED TO THIS PLATE INSIDE AND BULGE 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.

W.T. BHO: TO BE ALL RIVETED EXCEPT IN WAY OF TANK TOP AND TANK MARGIN.  
NO FOUNDATION ANGLE TO BE FITTED TO TANK TOP OR MARGIN.  
BHP PLATING AND STIFFENER BRACKETS BUTTED HARD ON TANK  
TOP AND TANK MARGIN AND FILLET WELDED. BULKHEAD SKEW  
BARS TO BE CARRIED DOWN BILGE AND STOPPED 1/2 SHORT  
OF MARGIN PLATE.

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

O.T. BHDS.      TO BE OF ALL WELDED CONSTRUCTION

W.T. & D.T.      TO BE WELDED DIRECT TO SHELL & TANK TOP  
FLOORS IN      WITHOUT ANGLES.      SEE SKETCH  
DOUBLE BOTTOM.

THROAT WELD  
VARIABLES WITH  
THICKNESS OF PLATE

APPROVED BY LLOYDS REGISTER OF SHIPPING-NEW YORK - JULY 1<sup>ST</sup> 1943  
APPROVED BY AMERICAN BUREAU OF SHIPPING OCT. 7<sup>TH</sup> 1942.

DRAWING			DATE	BY
1. CONCRETE				
2. PLASTER	1	8/1/65		
3. FITTING HARDWARE				
4. MORTAR	1	8/1/65		
5. TOWERHEAD	2	8/1/65		
6. BRICKS				
7. CORNICES				
8. ROOF				
9. CHIMNEY				
10. FLUE				
11. TOWER				
12. CONCRETE				
13. BRICKWORK				
14. PLASTER				
15. CHIMNEY				
16. ROOF				
17. TOWER				
18. CONCRETE				
19. BRICKWORK				
20. PLASTER	1	8/1/65		
21. CHIMNEY				
22. ROOF				
23. TOWER				
24. CONCRETE				
25. BRICKWORK				
26. PLASTER				
27. CHIMNEY				
28. ROOF				
29. TOWER				
30. CONCRETE				
31. BRICKWORK				
32. PLASTER				
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66. CONCRETE				
67. BRICKWORK				
68. PLASTER				
69. CHIMNEY				
70. ROOF				
71. TOWER				
72. CONCRETE				
73. BRICKWORK				
74. PLASTER				
75.				

DIVISIONS TO DRAW	
BY	DATE
W.T.	DEC. 30/1935 FIVE SHARPED BELLOW P.D. IN CHAIR IN EQUIPMENT
J.R.	JUNE 1/1935 PART UNDER TIEIN OF DES. MOVED OUTBOARD
	BLOW BY TANK BY SELLING OUT
J.W.	JULY 21/35 BILGE DRAWN DOWN TO SQUARE AT REQUEST OF WM2
	WOOD CEILING & LIGHTENING HOLE TO
	NO. 1 BOLD SLUDGE BRACKETS-
	MULLS 192 & 193 ONLY
R.R.	SEP27/36 CLASS OF VESSEL & QUANTITY OF STD.
	CABIN CHAIN HITCHED-DREFET MOD. BOPED

BURRARD DRY DOCK CO. LTD.  
NORTH VANCOUVER, B. C.  
HULL DEPARTMENT

## 10000 TON VICTORY SHIPS. MIDSHIP SECTION.

DRAWN W.T. TRACED G.K. CHECKED  
SCALE  $\frac{1}{2} = 1$  IN.  
DATE 5-5-43. DWG. NO. 7013A.

gister