

VICTORY SHIP



Studying new drawings are artists Larry Snyder, Mary Smith, Chuck Shaw, Maurice Romig, Lotta Porter, Joe Sasse and Harry Joseph.

...the production illustrators saw one in half to show you what goes where...

TAKE a new look at Oregon's "Victory Ship." To help make sense out of the mass of new designs, Oregon Shipbuilders will make extensive use of "production drawings," a new development in industrial art that supplements blueprint.

On this page is a highly simplified composite construction illustration of the Victory Ship. It is easily understood by the layman as well as the engineer. This drawing is expected to be of great assistance to the average workman, particularly during the early stages of construction when he is not familiar with the construction of his particular section or its exact position in the ship. This represents an aggressive step to avoid problems that were encountered during the earlier stages of the Liberty program.

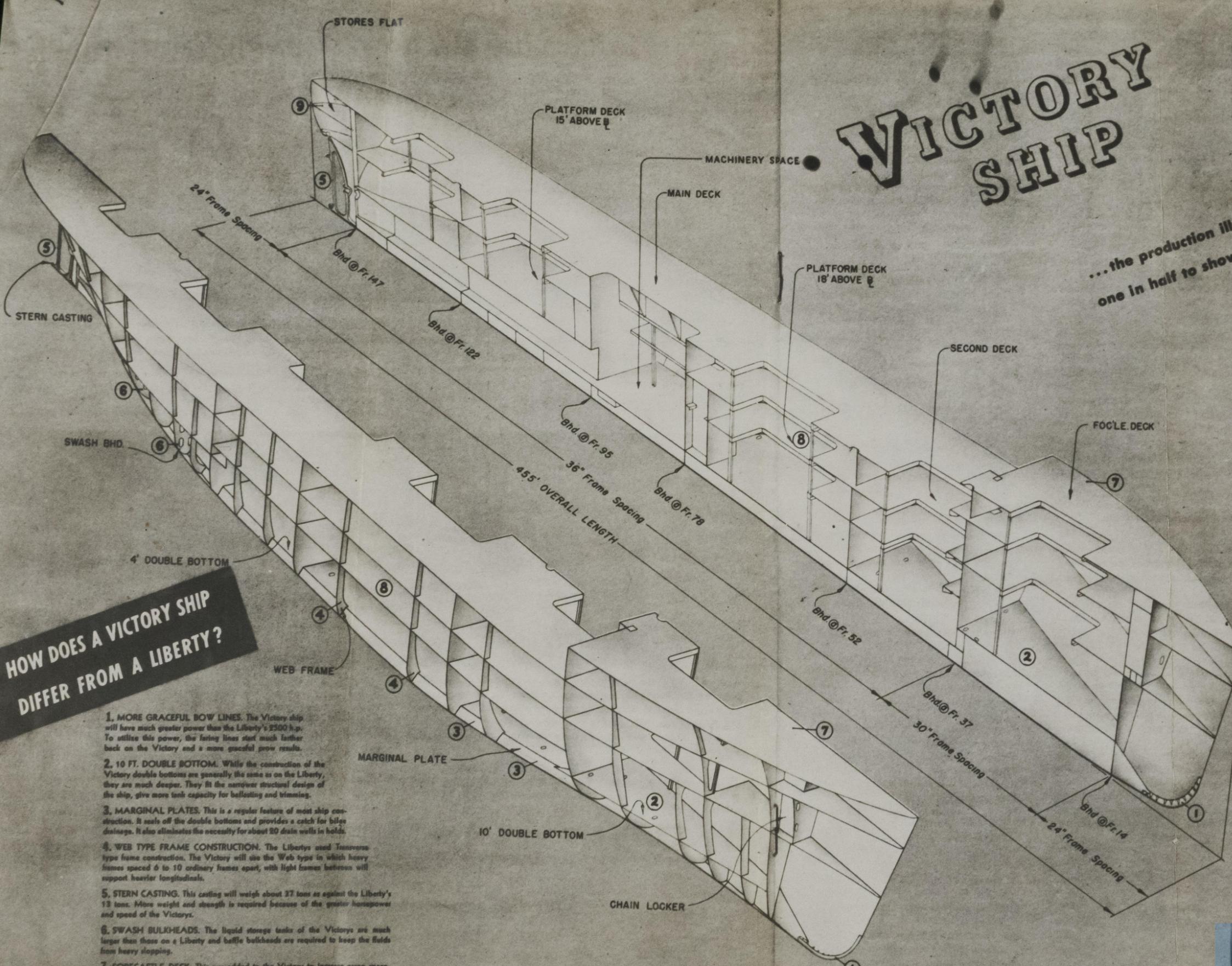
From this over-all picture hundreds of detailed production illustrations will be made. Each drawing will show the construction of a particular section down to the most minute item. Eventually it will include installation of piping and electrical arrangements.

Production illustrations are not imaginative sketches but represent the last word in accuracy. Artists spend days and weeks checking blueprints and measurements before undertaking a project.

At their weird-shaped drawing boards C. Cooper, Lewis Bunce, Don Redd, Eugene Reese and Elmer Card, Oregon Ship production artists, begin work on the new designs.



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HOW DOES A VICTORY SHIP DIFFER FROM A LIBERTY?

1. MORE GRACEFUL BOW LINES. The Victory ship will have much greater power than the Liberty's 2500 h.p. To utilize this power, the fairing lines start much further back on the Victory and a more graceful prow results.
2. 10 FT. DOUBLE BOTTOM. While the construction of the Victory double bottoms are generally the same as on the Liberty, they are much deeper. They fit the narrower structural design of the ship, give more tank capacity for ballasting and trimming.
3. MARGINAL PLATES. This is a regular feature of most ship construction. It seals off the double bottoms and provides a catch for bilge drainage. It also eliminates the necessity for about 20 drain walls in holds.
4. WEB TYPE FRAME CONSTRUCTION. The Liberties used Transverse type frame construction. The Victory will use the Web type in which heavy frames spaced 6 to 10 ordinary frames apart, with light frames between will support heavier longitudinals.
5. STERN CASTING. This casting will weigh about 27 tons as against the Liberty's 13 tons. More weight and strength is required because of the greater horsepower and speed of the Victories.
6. SWASH BULKHEADS. The liquid storage tanks of the Victories are much larger than those on a Liberty and baffle bulkheads are required to keep the fluids from heavy slopping.
7. FORECASTLE DECK. This was added to the Victory to increase cargo space, to make the ship more graceful and to provide greater freeboard in stormy weather.
8. PLATFORM DECKS. These were added to give greater space and efficiency in the handling of general cargo. They break up the cargo hold for better stowage.
9. STORES FLAT. This intermediate deck was added to provide space aft for additional stores.

TRANSFERRED TO:
L. R. SYSTEM

"British Prince"^a

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U.S.A. Victory Ship



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