

## 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. 13 IN PLACE AND BUTTS WELDED

Diagram illustrating the bottom shell plating joint. The diagram shows a cross-section of the plating with the following labels and dimensions:

- 60° WELD FROM INSIDE**: Dimension across the top of the joint.
- OUTSIDE PLATE**: Label pointing to the upper plating layer.
- FINISHING BEAD**: Label pointing to the lower plating layer.
- 60° WELD FROM OUTSIDE**: Dimension across the bottom of the joint.
- 1" WIDER THAN LANDING**: Dimension indicating the width of the joint relative to the landing.

Diagram illustrating a butt joint with a 3" weld on each side of the butt. The diagram shows two plates being joined, with dimensions indicating a 6" thickness for the plates and a 6" width for the weld area on each side.

ON SEAMS (BOTH INSIDE AND OUTSIDE)

ALL BUTTS OF BOTTOM SHELL TO BE VEED OUT AND WELDED FROM THE INSIDE. THIS IS DONE TO OBTAIN DOWN HAND WELDING TO THE 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 BE VEED OUT 1" WIDER THAN LANDINGS.

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

J.A. STRAKE THIS IS A CLINKER STRAKE. THE BUTTS TO BE VEED AND WELDED FROM OUTSIDE, AND LOWER EDGE WHICH IS INSIDE IS TO BE FINISHED IN THE SAME MANNER AS OUTSIDE PLATES, THAT IS, VEED 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.

TANK TOP 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

UPPER DECK  
W.T.FLOORS  
IN DOUBLE  
BOTTOM

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 PROTECTING  $\frac{1}{2}$ " 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

FLANGED 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 WAY 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 1/2" SHORT  
OF MARGIN PLATE.

W/T BHDS.

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.

Diagram showing a doubler with quilt rivets being welded to the tank top. Labels include: TANK TOP, DOUBLER WITH QUILT RIVETS TO TANK TOP, and PILLARS TO BE WELDED TO TANK TOP.

INTERCOSTAL

STEM FRAME AS PER DETAIL PLAN  
STEM BAR 10"x2½" TO L.W.L.  
PLATE STEM ABOVE L.W.L.

## EQUIPMENT

2 - BOWER ANCHORS - 68 CWTs. No 5935  
1 - STUD CABLE CHAIN - 225 FATHOMS 2 3/4"  
1 - STREAM ANCHOR (STOCKLESS) - 2 3/4 CWTs.  
1 - STREAM WIRE 90 FATHOMS 5' - 6 x 12 F.S.W.  
1 - TOWLINE 120 " 4 3/4" - 6 x 24 SPECIAL F.S.W.  
2 - HAWSERS 90 " 2 3/4" - 6 x 12 F.S.W.  
2 - WARPS 90 " 2 1/2" - 6 x 12 "

REVISIONS	
JULY 21/41	RE DRAIN HOLES
AUG 21/41	A DETAIL SHOWING W/T FLOORS AT C.V. KEEL HAS BEEN ADDED (SEE BELOW AT LEFT) UPPER & SECOND DE PLATING NOW JOGGLED INSTEAD OF TAPERED LINERS.
JAN 15/42	RE DRAIN HOLES - SEE NOTE
FEB 3/42	NOTE ADDED - RE-CEMENT CHOCKS

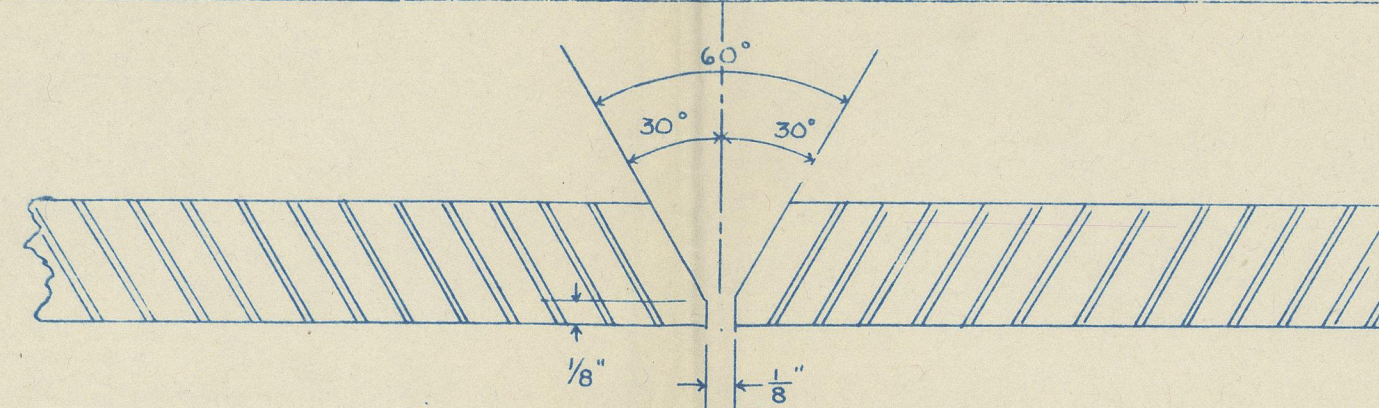
SHIP Nos. *28 "YOHO PARK."*

• *MIDSHIP SECTION* •

SCALE <i>1/2" = 1'-0"</i>	DRAWING No.
DRAWN BY	<i>3057 A</i>
CHECKED BY	
APPROVED BY	DATE <i>JULY 19/43.</i>

Victoria Machinery Depot Co. Ltd.  
Victoria, B. C.

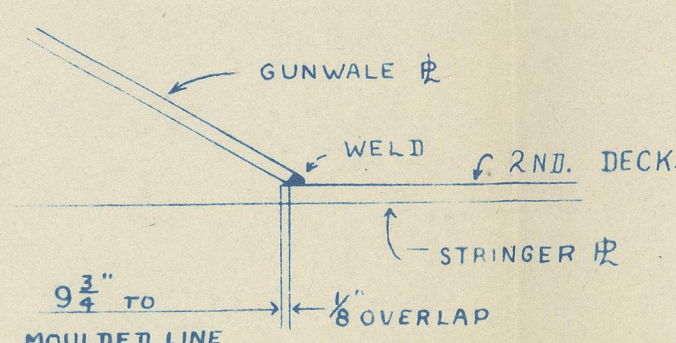
NOTE: DO NOT USE LARGER ROD THAN  $\frac{3}{16}$ " DIAMETER. NO RIVETING TO BE DONE UNTIL WELDING IS COMPLETED. BUTT WELDS IN ALL CASES TO HAVE A FINISHING BEAD. FIRST TWO BEADS IN BUTT WELDS TO BE WELL PEENED.



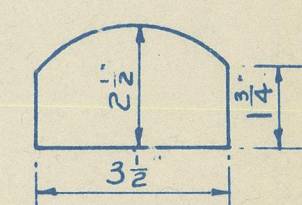
PLATES TO BE VEEED OUT TO A 60° INCLUDED ANGLE  
FOR ALL BUTT WELDS AND BEVELLED TO WITHIN 1/8"  
FROM BOTTOM PLATE. GAP OF 1/8" TO BE KEPT  
BETWEEN EDGES TO BE WELDED

PRINCIPAL	DIMENSIONS
LENGTH B.P.	416'-0"
BREADTH EXTR.	57'-1"
BREADTH MLD.	56'-10½"
DEPTH MLD. UPPER DK.	37'-4"
DEPTH MLD. SECOND DK.	28'-7"
DEPTHS TO LENGTH-UPPER DK.	11.14

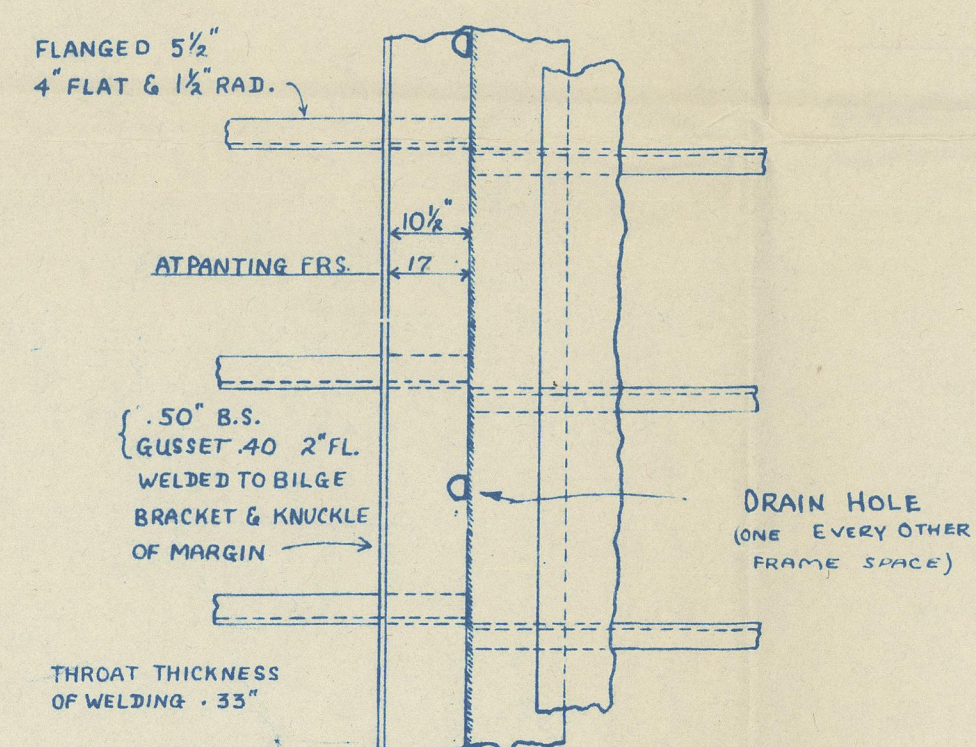
SHEERSTRAKE .70" WITH TWEEN  
DK. FRAMES ONE EVERY FRAME  
TO .45" AT ENDS  
STRAKE BELOW SHEERSTRAKE  
.61" TO .45" AT ENDS.



DETAIL AT 'AA'

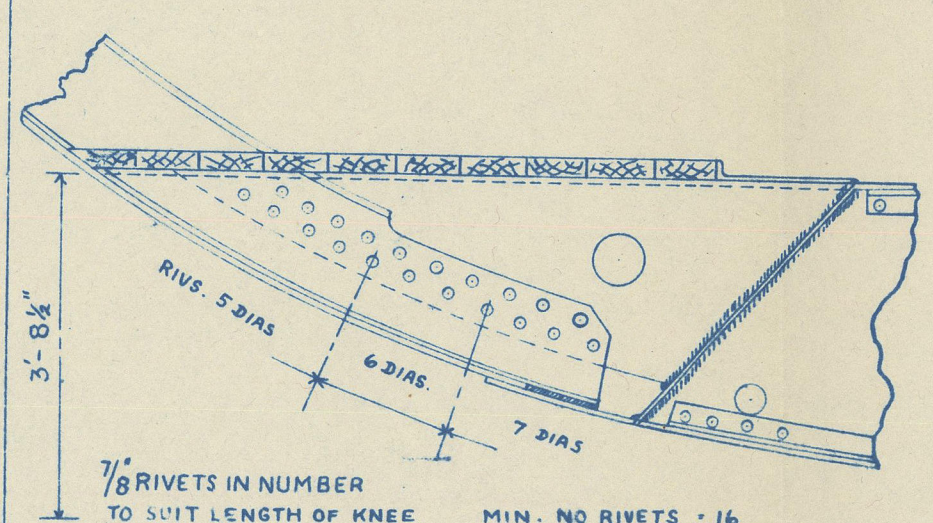


### DETAIL OF DRAIN HOLE

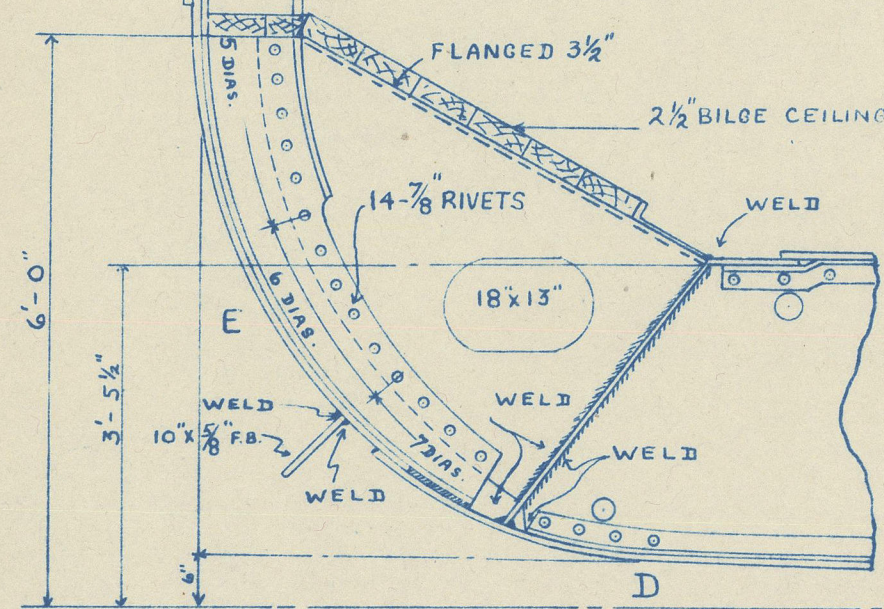


### DETAIL OF TANK GUSSETS

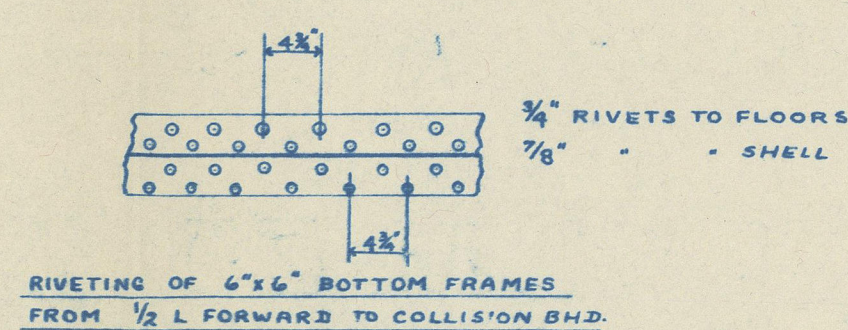
SIDE SHELL <sup>8"</sup> WITH 30"  
SPACING TO .45" AT ENDS.  
SIDE SHELL 25% ABOVE  
END THICKNESS -.56" IN  
WAY OF PANTING IN LIEU  
OF STRINGERS FOR A DISTANCE  
AFT OF ROL POSITION OF  
COLLISION BHD. EQUAL TO  
10% L. OF VESSEL.  
SIDE SHELL 25% ABOVE  
END THICKNESS -.56" IN.  
WAY OF FOW PEAK TANK  
IN LIEU OF STRINGER  
CONNECTIONS TO SHELL.  
BOSS PLATING .70"  
OYTER PLATE INCREASED  
25% ABOVE RULE.



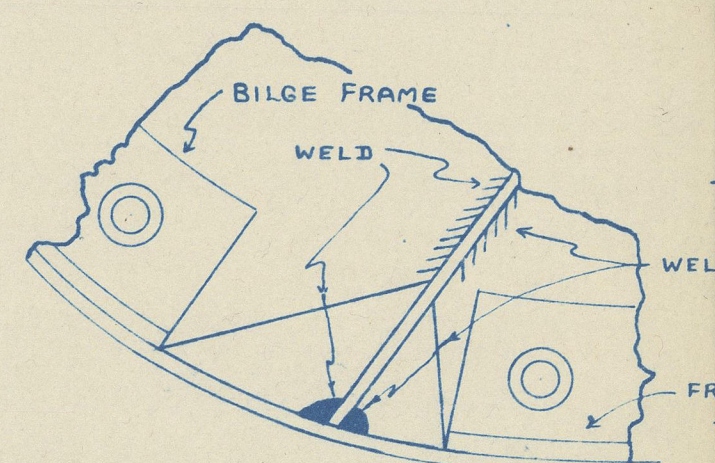
ARRGT. OF BILGE BRACKETS  
IN NO. 1 HOLD



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



RIVETING OF 6"x6" BOTTOM FRAMES  
FROM 1/2 L FORWARD TO COLLISION BH



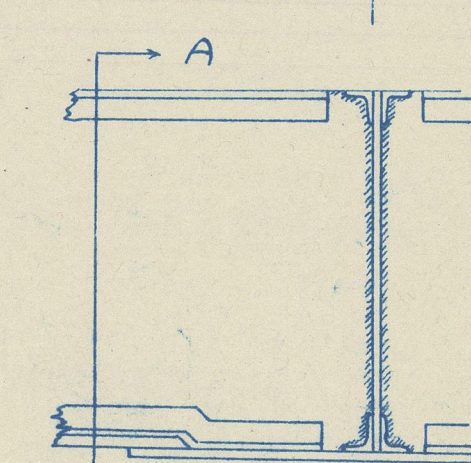
DETAIL OF DRAIN HOLES  
(SCALE 3" = 1'-0")

[illegible]

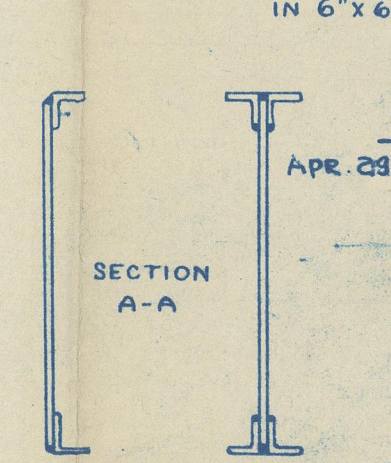
CLASS:- 100 A.I. LLOYDS, WITH FREEBOARD CORRESPONDING TO A DRAFT 18" MORE THAN THAT OF A C.S.S. VESSEL

	<u>EQUIPMENT</u>	<u>NUMERAL</u>	
L (B + D)			39189
MIDSHIP	DECKHOUSE	3025x75x.50	113
CASINGS	20.5 x 7.5 x .50		77
"	59.75 x 10.5 x 50		314
AFTER DECKHOUSE	28 x 7.5 x .50		105
			39,798

• LETTER "a†"



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



DOORS WITH	FLOORS WITH
SINGLE TOP	DOUBLE TOP
BOTT. BARS.	BOTT. BARS.