

<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>GLASS + 100AL WITH FREEBOARD</u>	
<u>DRAFT MLD.</u>	26'-10"

UPPER DECK STRINGER ANGLE
FRS. 23 - 40 $4" \times 4" \times \frac{9}{16}$
FRS. 40 - 128 $6" \times 6" \times \frac{11}{16}$
FRS. 128 - 147 $4" \times 4" \times \frac{9}{16}$
STRINGER ϕ_L^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.

OPTIONAL
DECK PLATES OR BEAMS JOGGED
OR LINERS FITTED.

EQUIPMENT. 270

2. STOCKLESS ANCHORS 4400 LBS EACH
1 STUD CABLE CHAIN 400 FATHOMS 2" H.T. STEEL
1 STREAM ANCHOR (STOCKLESS) 23 1/2 CWTs.
1 STREAM WIRE 30 FATHOMS 5" - 6 X 12 F.S.W.
1 TOWLINE 120 " 4" - 6 X 24 SPECIAL F.S.W.
2 HAWKERS 30 " 2 1/2" - 6 X 12 F.S.W.
2 WARPS 30 " 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 STAKES ARE BOLTED UP

G.V. KEEL WILL COME RIVETED COMPLETE EXCEPT IN WAY OF BUTTS OF PLATING. SHORT BARS APPROX 15" & 30" LONG TO BE INTRODUCED HERE AND FITTED AFTER G.V.K. IS IN PLACE. BUTTS OF ANGLES TO BE WELDED.

BOTTOM SHELL PLATING.

60° WELD FROM INSIDE.

OUTSIDE PLATE.

FINISHING BEAD.
1" WIDER THAN LANDING.
60° WELD FROM OUTSIDE.

ON SEAMS (BOTH INSIDE & OUTSIDE)
ALL BUTTS OF BOTTOM SHELL TO BE VEE'D OUT AND WELDED FROM
THE INSIDE. THIS IS DONE TO OBTAIN DOWN HAND WELDING TO FULFILL

BUTTS OF INSIDE STRAKES WILL BE VEED OUT FULL WIDTH. THE
OF OUTSIDE STRAKES TO BE VEED INSIDE AND WELDED BETWEEN
LANDING EDGES OF INSIDE STRAKES ONLY. THIS WELD WILL
COMPLETED BY VEEDING OUTSIDE ON THE SHIP AND WELDING

COMPLETED BY VEEING OUTSIDE ON THE GRIP AND WELDING
SEAMS. THESE TO VEEID OUT 1" WIDER THAN LANDING.

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

BUTT SHELL.

I. A. STRAKE. THIS IS A CLINKER STRAKE. THE BUTTS TO BE VEED AND WELDED FROM OUTSIDE. AND LOWER EDGE WHICH IS INSIDE IS

BE FINISHED IN THE SAME MANNER AS OUTSIDE PLATES, THAT
VEED 1" WIDER THAN LANDING AND WELDED FROM INSIDE.
NOTE:- ALL SHELL LANDINGS TOP & BOTTOM FOR 3" EACH

TANK TOP

BE WELDED FOR 3" EACH SIDE OF BUTT. SHAFT TUNNEL
TO BE FILLET WELDED TO TANK TOP SIMILAR TO BHOE
NO FOUNDATION BARS TO BE FITTED.

PLATING TO HAVE SAME PROCEDURE AS TANK TOP.
TANK MARGIN FLANGED ON TOP AND LAP RIVETED TO TANK TOP PLATING. BOTTOM

PLATE. EDGE TO BE BUTTED ON SHELL PLATE AND FILLET WELDED AS THE ORDINARY FLOORS AS WELL AS O.T. & W.T. FLOORS WILL BE WELDED TO THIS PLATE INSIDE AND BILGE BRACKETS WELDED

OUTSIDE. NO ANGLE CONNECTIONS WILL BE FITTED ON EITHER
TANK MARGIN PLATE. ALL BUTTS OF TANK MARGIN PLATES
FROM OUTSIDE, WITH FINISHING BEAD INSIDE.

W.T. BHDS: TO BE ALL RIVETED EXCEPT IN WAY OF TANK TOP AND TA
NO FOUNDATION ANGLE TO BE FITTED TO TANK TOP OR MA

BHP PLATING AND STIFFENER BRACKETS BUTTED HARD ON TOP AND TANK MARGIN AND FILLET WELDED. BULKHEAD STIFFENING BARS TO BE CARRIED DOWN BILGE AND STOPPED $\frac{1}{2}$ SH OF MARGIN PLATE

BILGE BRKTS. RIVETED TO FRAME AND BILGE ANGLE AND WELDED TO TAIL
AND GUSSET MARGIN. GUSSET PLATE WELDED TO FLANGE OF BILGE BRK.
PLATE AND WELDED TO TAIL FLG.

PLATE. AND WELDED TO TANK TOP.
O.T.BHDS. TO BE OF ALL WELDED CONSTRUCTION.

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

VARIES WITH
THICKNESS OF PLATE.

SHIPPING-NEW YORK - JULY 1ST 19

U. S. BUREAU OF SHIPPING OCT. 7TH 1918

DRAWING			ISSUED TO: MARD
1. KONTORCE			
2. V. CHIN	1	1	1/1/15
3. P. CHIN	1	1	1/1/15
4. P. CHIN	1	1	1/1/15
5. P. CHIN	1	1	1/1/15
6. P. CHIN	1	1	1/1/15
7. P. CHIN	1	1	1/1/15
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86. P. CHIN	1	1	1/1/15
87. P. CHIN	1	1	1/1/15
88. P. CHIN	1	1	1/1/15
89. P. CHIN	1		

DRAWINGS ISSUED TO GROUP			
DATE	NO. OF DRAWINGS	BY	FOR
WALC. V	2 2/25/42	5101	
	4 7/25/42		
	4 10/2/42		
	5 11/1/42		
N.W.S.R.	1 10/26/42		
	1 8/1/43		
Gen'l. Stat's	4 2/30/42		
	1 8/1/43	2217	17
W.C.S.	5 2/30/42		
	1 8/1/43	Y	12 1/2 15
	2 4/2/43		
W.F.D.	5 2/30/42		
	1 11/1/43		
P.R.D.	5 2/30/42		
	1 11/1/43		
United States	9 2/30/42		
	1 8/1/43		
John D. M.	3 5/2/43		

JULY 1949
 HULL # 199
 1/2 "LOUISBOURG PARK"
 REVISIONS TO DRAWING
 EV DATE BY REVISION
 W.T. DEC. 21/45 PINK SHINED BOLLON 3RD IN CASE IN EQUIPMENT
 J.H.R. June 2/45 PARLOR, THERE IS EGG MOVED OUTWARDS
 BOW 2-3-45 JANE TAY CEILING OUT
 J.W. JULY 21/45 BRIDGE BRACKET DRAIN HOES CUT
 SQUARE AT REQUEST OF M.M.2
 U.S. AUG. 17/45 MOOD CEILING & LIGHTENING HOLE TO
 N21 M20 SLUGS DROTS-
 JULY 18/45 1949

LK REPAIRED CLASS OF VESSEL 1 QUANTITY OF STOW
 CABLE CHAIN ALTERED-DENSITY MILD PAID
 BURREAD DRY DOCK CO. LTD.
 NORTH VANCOUVER, B. C.
 HULL DEPARTMENT
 10000 TON VICTORY SHIPS
 MIDSHIP SECTION
 DRAWING NO. 1 MACHINERY OK CHECKED OK
 SCALE 1/2" = 1'-0"
 DATE 5-5-45 DWS. NO. 7013A
 00746 1 5 745 1 0127

APPROVED BY LLOYDS REGISTER OF SHIPPING-NEW YORK - JULY 1ST 1943

APPROVED BY AMERICAN BUREAU OF SHIPPING OCT. 7TH 1942

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Bombay

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