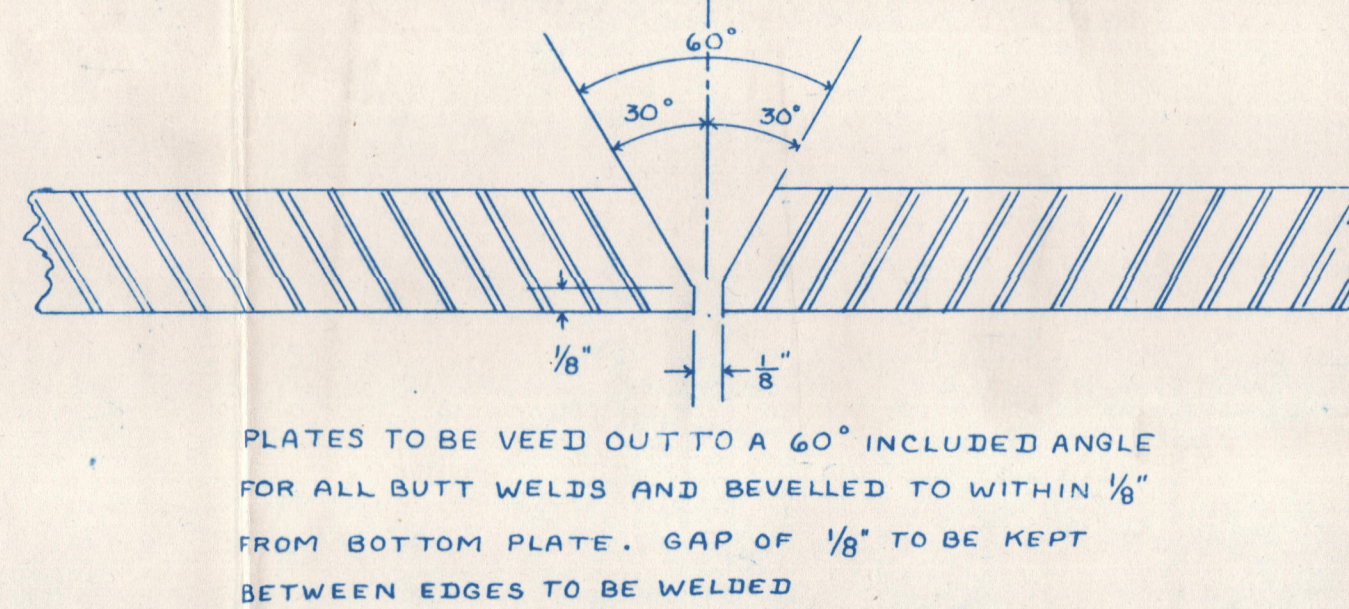


PRINCIPAL DIMENSIONS		
LENGTH B.P.	416'-0"	
BREADTH EXTR.	57'-1"	
BREADTH MLD.	56'-10 1/2"	
DEPTH MLD. UPPER DK.	37'-4"	
DEPTH MLD. SECOND DK.	28'-7"	
DEPTHS TO LENGTH-UPPER DK.	11.14	

NOTE: DO NOT USE LARGER ROD THAN 3/8" 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.

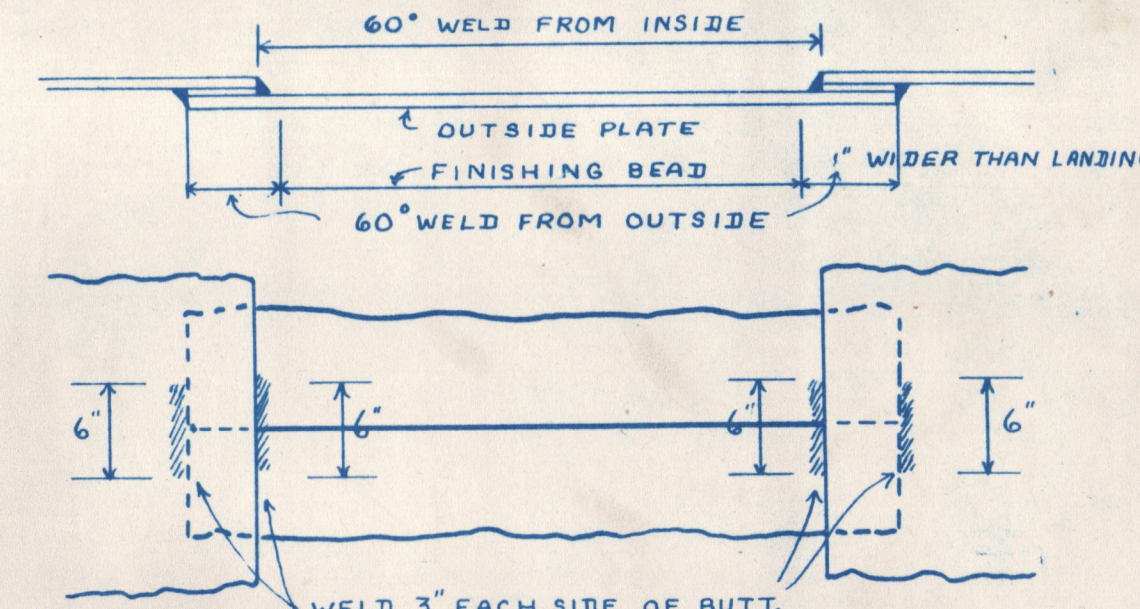


PLATES TO BE VEEED OUT TO A 60° INCLUDED ANGLE FOR ALL BUTT WELDS AND BEVELLED TO WITHIN 1/8" FROM BOTTOM PLATE. GAP OF 1/8" TO BE KEPT BETWEEN EDGES TO BE WELDED

WELDING NOTES

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 VEEED OUT AND WELDED FROM THE INSIDE. THIS IS DONE TO OBTAIN DOWN HAND WELDING TO THE FULLEST EXTENT.

BUTTS OF INSIDE STRAKES WILL BE VEEED OUT FULL WIDTH. THE BUTTS OF OUTSIDE STRAKES TO BE VEEED 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 VEEED OUT 1" WIDER THAN LANDINGS.

INSIDE STRAKES TO BE VEEED OUT AND WELDED FROM THE INSIDE. OUTSIDE STRAKES TO BE VEEED OUT AND WELDED FROM THE OUTSIDE.

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

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. PLATING TO HAVE SAME PROCEDURE AS TANK TOP

TOP AND BOTTOM ANGLES TO BE LINEED. ENDS OF BOTH BARS NEXT CENTRE KEEL TO BE CUT 1/2" SHORT OF TOE OF CENTRE KEEL TOP AND BOTTOM FLOOR AND AFT ANGLES. OUTER ENDS TO BE CUT 1/2" SHORT OF MARGIN PLATE. THESE BARS TO BE ELECTRIC WELDED TO FLOOR PLATE WITH HEELS PROJECTING 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 RIVETED TO TANK TOP AND SHELL RESPECTIVELY.

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.

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

TO BE WELDED TO TANK TOP

DOUBLE WITH GUSSET RIVETS TO TANK TOP

STERN FRAME AS PER DETAIL PLAN
STEM BAR 10"x2 1/2" TO L.W.L.
PLATE STEM ABOVE L.W.L.
RUDDER AS PER DETAIL PLAN

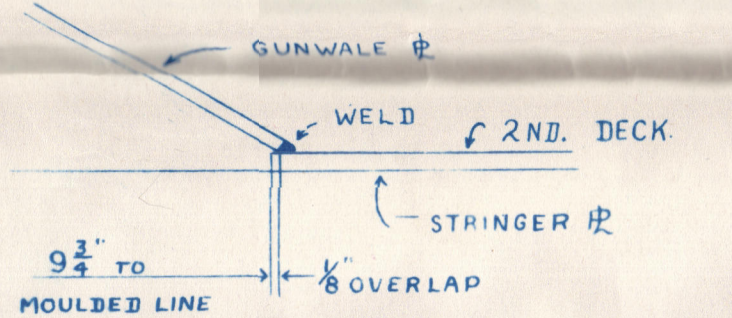
EQUIPMENT

- 2 - BOWER ANCHORS - 68 CWTs.
- 1 - STUD CABLE CHAIN - 225 FATHOMS 2 3/8"
- 1 - STREAM ANCHOR (STOCKLESS) - 23 3/4 CWTs.
- 1 - STREAM WIRE 90 FATHOMS 5" - 6 1/2 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 "

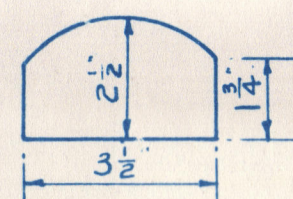
REVISIONS	
JULY 21/41	RE DRINK HOLES
AUG 21/41	A DETAIL SHOWING W.T. FLOORS AT C.V. KEEL HAS BEEN ADDED (SEE BELOW AT LEFT)
	UPPER SECOND DK. PLATING NOW JOGGLED INSTEAD OF TAPERED LINERS
JAN 15/42	RE DRINK HOLES - SEE NOTE
FEB 3/42	NOTE ADDED - RE-CEMENT CHOCKS

SHIP No. 24. 10000 TON FREIGHTER.	
S.S. FORT TREMBLANT.	
MIDSHIP SECTION.	
SCALE 1/2" = 1'-0"	DRAWING No.
DRAWN BY	3057A.
CHECKED BY	
APPROVED BY	DATE 12 Dec. 1942.
Victoria Machinery Depot Co. Ltd.	
Victoria, B. C.	

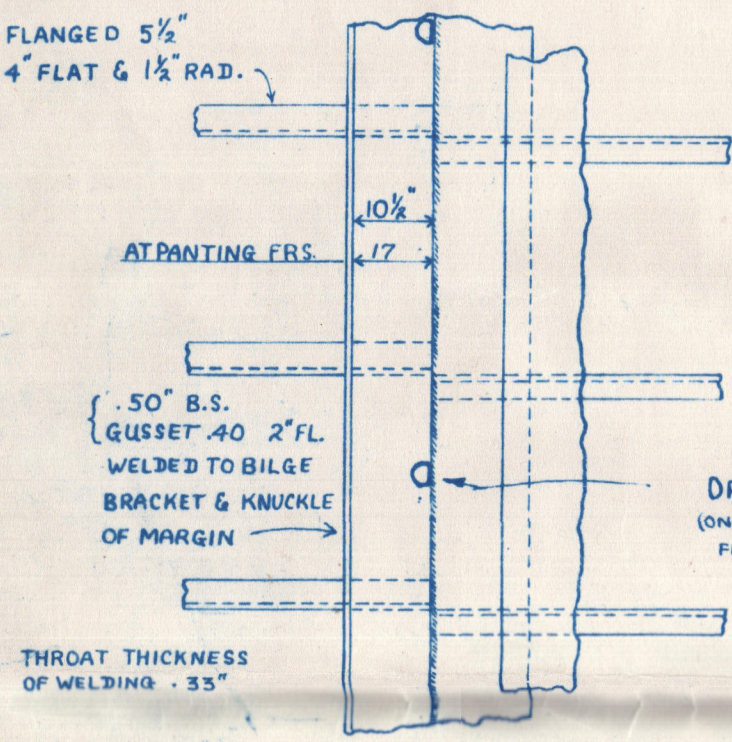
SHEERSTRAKE .70" WITH TWEEN DK. FRAMES ON EVERY FRAME TO .45" AT ENDS STRAKE BELOW SHEERSTRAKE .61" TO .45" AT ENDS.



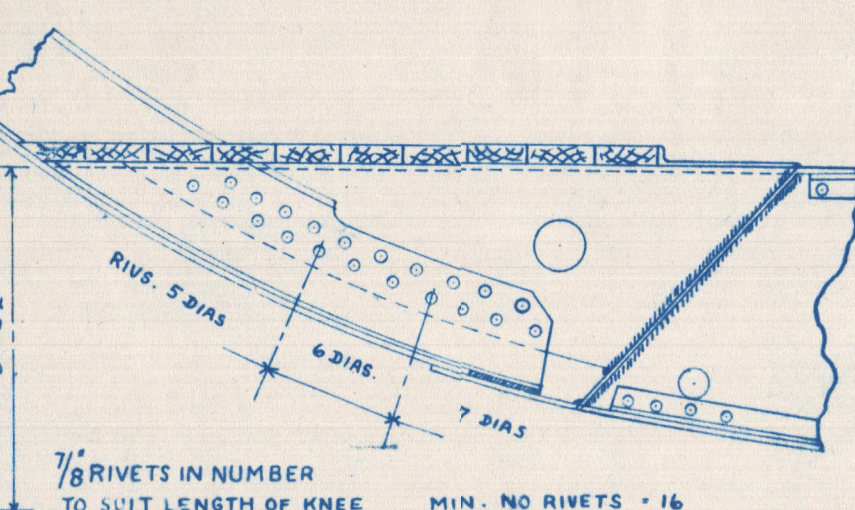
DETAIL AT "AA"



DETAIL OF DRAIN HOLE

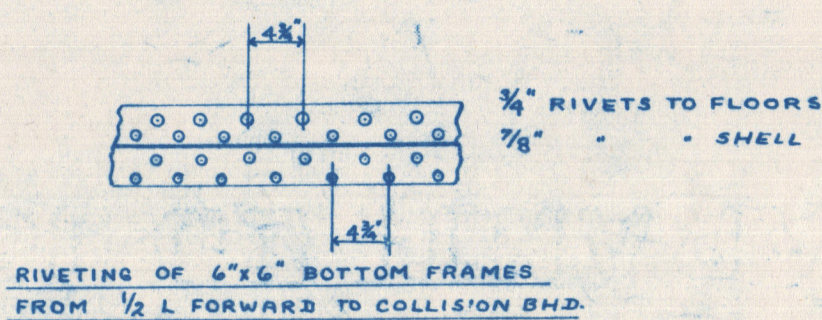


DETAIL OF TANK GUSSETS



ARRGT. OF BILGE BRACKETS IN NO. 1 HOLD

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



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

UPPER DK. STRINGER 3/8" x 4" x 40'
UPPER DK. PLATING .55% .36
UPPER DK. PLATING BETWEEN OPENINGS .40% .36
UPPER DK. BEAMS
FORE PEAK 8"x3 1/2"x3/8" B. ANGLE
FULL BEAMS 8"x3 1/2"x3/8" B. ANGLE
HALF " 8"x3 1/2"x3/8" B. ANGLE
FULL " 10"x3 1/2"x3/8" B. ANGLE
AFTER PEAK 8"x3 1/2"x3/8" B. ANGLE
7"x3 1/2"x3/8" B. ANGLE

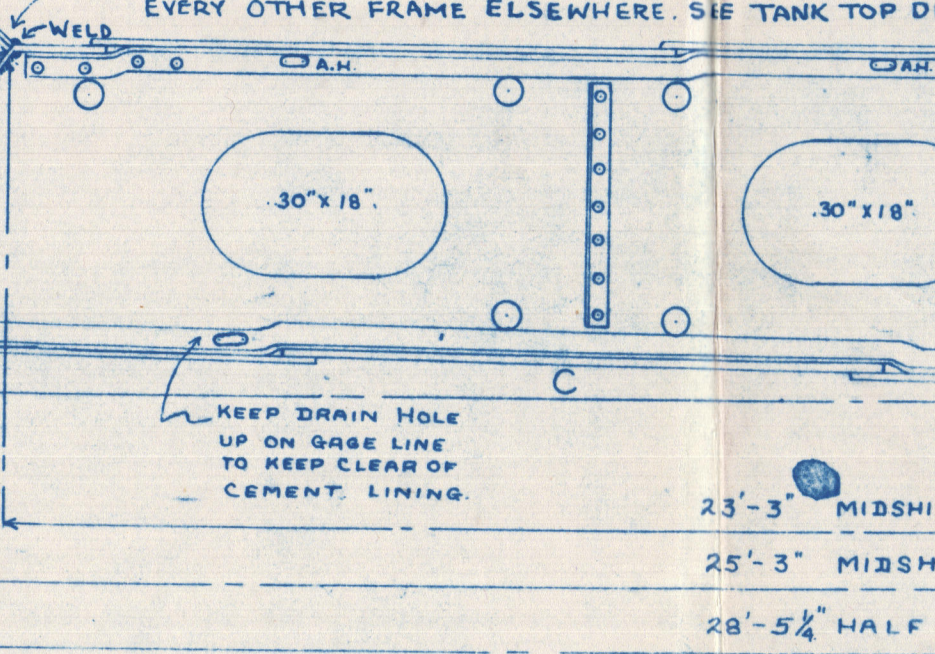
2ND DK. STRINGER 3/8" x 4" x 34'
2ND DK. PLATING .36% .30
2ND DK. PLATING BETWEEN OPENINGS .34% .30
2ND DK. BEAMS
FORE PEAK 7"x3 1/2"x3/8" B. ANGLE
FULL BEAMS 12"x4 1/2"x3/8" B. ANGLE
HALF " 8"x3 1/2"x3/8" B. ANGLE
AFTER PEAK 8"x3 1/2"x3/8" B. ANGLE
7"x3 1/2"x3/8" B. ANGLE

SECOND DECK BEAMS
FORE PEAK 7"x3 1/2"x3/8" B. ANGLE
FULL BEAMS 12"x4 1/2"x3/8" B. ANGLE
HALF " 8"x3 1/2"x3/8" B. ANGLE
AFTER PEAK 8"x3 1/2"x3/8" B. ANGLE
7"x3 1/2"x3/8" B. ANGLE

FRAMES
MAIN FRAMES 12"x4 1/2"x3/8" CHANNELS TO 2ND DK. IN E.R. 4 NO. 3 HOLD, 30" APART.
" 12"x4 1/2"x3/8" CHANNELS TO 2ND DK. IN E.R. 4 NO. 3 HOLD, 30" APART.
" 12"x4 1/2"x3/8" CHANNELS TO 2ND DK. IN E.R. 4 NO. 3 HOLD, 30" APART.
" 15"x4 1/2"x3/8" CHANNELS TO 2ND DK. IN E.R. 4 NO. 3 HOLD, 30" APART.
PEAK 8"x3 1/2"x3/8" B. ANGLE SPACED 24" APART.
RIVETING OF SIDE FRAMES TO SHELL
6 1/2" DIAS. APART AT 30" SPACING
7 " " " 27" " "
5 1/2 " " " FOR 10% L. AFT OF RULE POSITION OF COLLISION BULKHEAD
5 1/2 " " " IN PEAK TANKS & DEEP TANKS

MARGIN PLATE 3/8" x 1/2" B.S.
B.O.T. 8" x 4" x 1/2" FL. IN E.R., CROSS BUNKER (NO. 3 HOLD, 30" APART, 55" B.S., 45" FLANGED IN NO. 1 HOLD, 72" x 45" FL. ELSEWHERE
B.O.T. CONNECTIONS, 10% GUSSET FL. 2" (ALTERNATIVELY 3 1/2" x 3 1/2" B.S.)
B.O.T. CONNECTIONS IN PAINTING AREA, 17" GUSSET FL. 2" (ALTERNATIVELY 3 1/2" x 3 1/2" B.S. DOUBLE ANGLE 9" x 6" RIVETS.)

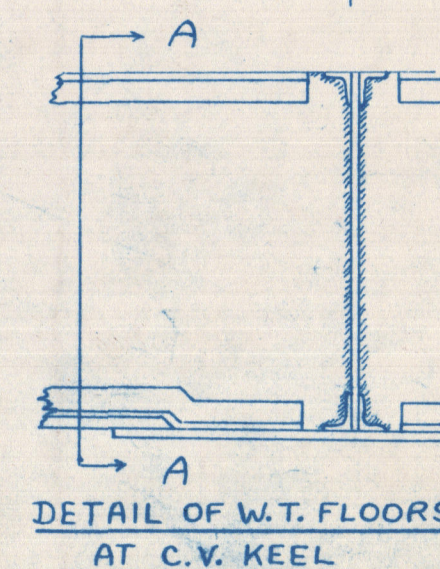
NOTE: BILGE FRAME AND BOTTOM FRAME TO BE ORDERED AND TURNED ETC. IN ONE LENGTH.
BOTTOM SHELL 1/2" WITH 30" SPACING TO 30" AT ENDS.
RIVETS IN BOTTOM FRAMES TO SHELL & FLOORS SPACED 7" DIAS.
THREE STRAKES OF SHELL NEXT TO KEEL TO BE 10% ABOVE THICKNESS .65" (.68" IN WAY 27" SPACING) FROM 1/2" L FORWARD TO COLLISION BHD.



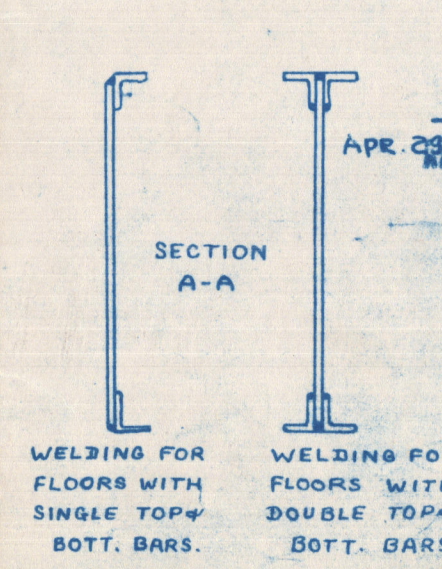
2 1/2" BILGE CEILING IN CROSS BUNKER & NO. 3 HOLD
2 1/2" RIVETS 7" DIAS.
GUSSET BROUGHT OVER KNUCKLE & WELDED TO TOP
22"x3 1/2" DRAIN HOLES, ONE FOR EACH FRAME SPACE IN ENGINE & BOILER ROOMS.
EVERY OTHER FRAME ELSEWHERE. SEE TANK TOP DRG.

EQUIPMENT NUMERAL	
L (B + D)	39189
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 28 x 7.5 x .50	105
	39,798

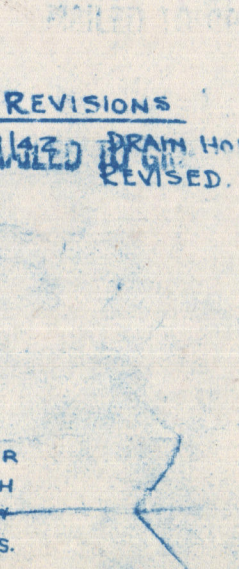
LETTER "A"



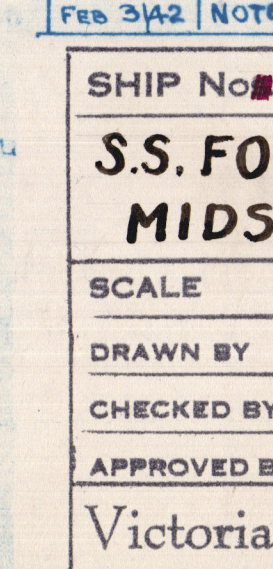
DETAIL OF W.T. FLOORS AT C.V. KEEL



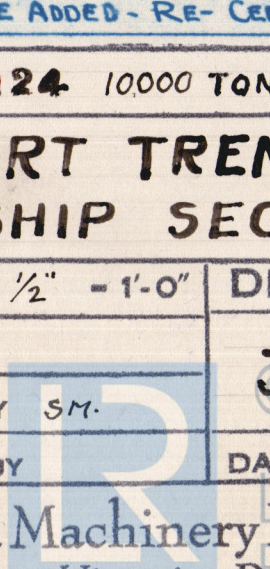
DETAIL OF W.T. FLOORS AT C.V. KEEL



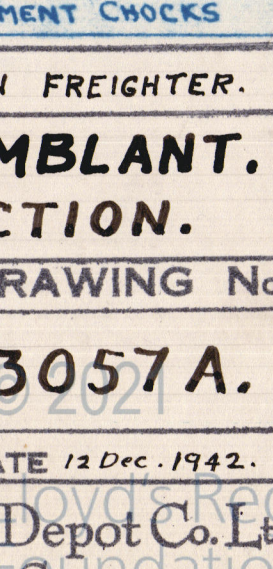
DETAIL OF W.T. FLOORS AT C.V. KEEL



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



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



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

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Fort. Tremblant.

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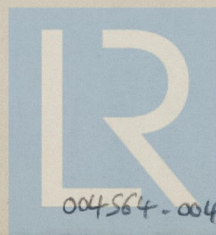


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