

### PRINCIPAL DIMENSIONS.

416 FT 0 IN  
56 - 10 3/4"  
37 - 4 "  
28 - 7 "  
11-14

CLASS

LLOYDS REGISTER OF SHIPPING + 100 A1  
"WITH FREEBOARD"  
SCANTLINGS SUITABLE FOR A MOULDED DRAUGHT  
OF 26'10"

2 STOCKLESS BOWER ANCHORS  
1 STOCKLESS STREAM ANCHOR  
225 FATHOMS STUD CHAIN CABLE  
90 FATHOMS  
120 FATHOMS TOWLINE  
2 HAWSERS EACH 90 FATHOMS  
2 WARPS EACH 90 FATHOMS

\* EQUIPMENT SUPPLIED IS IN ACCORDANCE WITH WAR  
REDUCTION OF EQUIPMENT REQUIREMENTS

TANK TOP PLATING 2½" CEILING FOR 2'-0"  
OUTSIDE THE MATCH LINE IN NO. 2-3 AND 4  
HOLDS - ALL CEILED IN NO. 1 AND 5 HOLDS.  
TANK MARGIN BRACKETS CEILED IN  
ALL HOLDS

BOTTOM CEMENTED ABOUT 1 1/2" THICK FRS. BS TO II  
LIMBER HOLES CUT TO SUIT

CENTER GIRDER 43 1/2" X .54 TO .46"  
.62" IN BOILER SPACE

TODD-CALIFORNIA SHIPBUILDING CORPORATION

DESIGN AND ENGINEERING BY  
GIBBS & COX, INC.  
NEW YORK

POLLY  
MIDSHIP SECTION  
EX  
\*AMSTELVEEN

SCALE  $\frac{1}{2}$ " = 1' DATE NOVEMBER 25, 1940  
DRAWN BY DMB:ILMCK APPROVED *[Signature]*  
TRACED BY ILMCK APPROVED *[Signature]*  
CHECKED BY *[Signature]* APPROVED *[Signature]*

DE# 11261-511-11-2 VAULT# 5192

BOTTOM SHELL .64" WITH 30" SPACING TO .50" AT ENDS  
TWO STRAKES OF SHELL (EXTRA WIDE) NLT TO KEEL TO BE 10%  
ABOVE ~~2~~ RULE THICKNESS .67" FROM 1/2 L FORWARD TO  
COLLISION BULKHEAD

SOLID FLOORS ON EVERY FRAME IN ENGINE ROOM-UNDER BOILER STOODS  
UNDER BULKHEADS AND FORWARD OF  $\frac{1}{2}$  L - PARTIAL SOLID FLOORS TO  
LONGITUDINAL IN WAY OF THRUST. SOLID FLOORS ON EVERY 4TH FRAME  
ELSEWHERE (=10'-0" MAXIMUM SPACING)

211-11-5