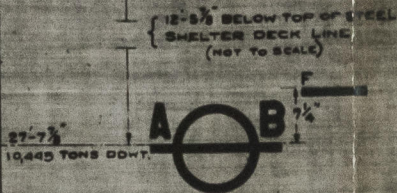


| SHIPS REFRIGERATED STORES | | |
|---------------------------|-------------|--|
| SPACE | NET CU. FT. | |
| MEAT ROOM | 670 | |
| VEGETABLE ROOM | 898 | |
| DAIRY PRODUCTS | 117 | |
| FISH | 76 | |
| THAWING ROOM | 937 | |
| TOTAL | 2098 | |

| MISCL. SHIPS STORE SPACES | | |
|------------------------------------|-------------|--|
| SPACE | NET CU. FT. | |
| BOSN'S STORES 2 ND DECK | 7800 | |
| BOSN'S STORES 3 RD DECK | 1529 | |
| DRY STORES | 1432 | |
| HAWSER STOWAGE | 877 | |
| TOTAL | 6738 | |

| MOMENT TO TRIM PER INCH ONE INCH IMMERSION | TONS IN TONS | DRAFT IN FEET | DISPL. IN TONS SALT WATER | DEADWEIGHT IN LONG TONS |
|--|--------------|---------------|---------------------------|-------------------------|
| | | 28 | 15500 | 11000 |
| | | 27 | 14500 | 10000 |
| | | 26 | 14000 | 9000 |
| | | 25 | 13500 | 8000 |
| | | 24 | 13000 | 7000 |
| | | 23 | 12500 | 6000 |
| | | 22 | 12000 | 5000 |
| | | 21 | 11500 | 4000 |
| | | 20 | 11000 | 3000 |
| | | 19 | 10500 | 2000 |
| | | 18 | 10000 | 1000 |
| | | 17 | 9500 | 0 |
| | | 16 | 9000 | |
| | | 15 | 8500 | |
| | | 14 | 8000 | |
| | | 13 | 7500 | |
| | | 12 | 7000 | |
| | | 11 | 6500 | |
| | | 10 | 6000 | |
| | | 9 | 5500 | |
| | | 8 | 5000 | |
| | | 7 | 4500 | |
| | | 6 | 4000 | |
| | | 5 | 3500 | |
| | | 4 | 3000 | |
| | | 3 | 2500 | |
| | | 2 | 2000 | |
| | | 1 | 1500 | |
| | | 0 | 1000 | |
| | | -1 | 500 | |



| SUMMARY OF TANK CAPACITIES | | | | | | | | | |
|-------------------------------|-----------------------|-----------|----------|----------|----------|----------|-----------|----------|----------|
| FUEL OIL & SALT WATER BALLAST | | | | | | | | | |
| BETWEEN FRAMES | TANK | 100% FULL | 80% FULL | 60% FULL | 40% FULL | 20% FULL | 100% FULL | 80% FULL | 60% FULL |
| STEM-11 | FORE PEAK | 28773 | | | | | 28773 | | |
| 11-41 | NO. 1 DECK BOTT | (P) 28527 | 535.62 | 85.23 | 97.50 | 62.78 | 28527 | 535.62 | 85.23 |
| 11-41 | NO. 1 | (S) 24890 | 580.76 | 97.59 | 95.07 | 63.23 | 24890 | 580.76 | 97.59 |
| 41-66 | NO. 2 | (P) 25991 | 606.45 | 91.46 | 99.28 | 121.41 | 25991 | 606.45 | 91.46 |
| 41-66 | NO. 2 | (S) 25991 | 606.45 | 91.46 | 99.28 | 121.41 | 25991 | 606.45 | 91.46 |
| 41-66 | NO. 2 | (P) 17508 | 408.52 | 61.61 | 64.87 | 124.82 | 17508 | 408.52 | 61.61 |
| 41-66 | NO. 2 | (S) 17508 | 408.52 | 61.61 | 64.87 | 124.82 | 17508 | 408.52 | 61.61 |
| 66-93 | NO. 3 | (P) 29840 | 696.26 | 105.01 | 113.87 | 185.75 | 29840 | 696.26 | 105.01 |
| 66-93 | NO. 3 | (S) 29840 | 696.26 | 105.01 | 113.87 | 185.75 | 29840 | 696.26 | 105.01 |
| 66-93 | NO. 3 | (P) 25377 | 592.12 | 89.30 | 96.99 | 185.90 | 25377 | 592.12 | 89.30 |
| 66-93 | NO. 3 | (S) 25377 | 592.12 | 89.30 | 96.99 | 185.90 | 25377 | 592.12 | 89.30 |
| 113-141 | NO. 4 | (P) 28586 | 597.24 | 90.07 | 97.78 | 301.82 | 28586 | 597.24 | 90.07 |
| 113-141 | NO. 4 | (S) 28586 | 597.24 | 90.07 | 97.78 | 301.82 | 28586 | 597.24 | 90.07 |
| 113-141 | NO. 4 | (P) 17702 | 413.08 | 62.29 | 67.62 | 300.18 | 17702 | 413.08 | 62.29 |
| 113-141 | NO. 4 | (S) 17702 | 413.08 | 62.29 | 67.62 | 300.18 | 17702 | 413.08 | 62.29 |
| 141-160 | NO. 5 | (P) 12384 | 288.95 | 43.58 | 47.30 | 358.62 | 12384 | 288.95 | 43.58 |
| 141-160 | NO. 5 | (S) 12384 | 288.95 | 43.58 | 47.30 | 358.62 | 12384 | 288.95 | 43.58 |
| 107-113 | FUEL OIL SETTLING (P) | 23064 | 538.17 | 81.17 | | 261.95 | 23064 | 538.17 | 81.17 |
| 107-113 | FUEL OIL SETTLING (S) | 23064 | 538.17 | 81.17 | | 261.95 | 23064 | 538.17 | 81.17 |
| 141-160 | FUEL OIL DEEP (P) | 49936 | 1165.17 | 175.73 | 190.74 | 359.21 | 49936 | 1165.17 | 175.73 |
| 141-160 | FUEL OIL DEEP (S) | 40327 | 940.88 | 141.91 | 164.04 | 358.22 | 40327 | 940.88 | 141.91 |
| 170-STEM | AFT PEAK | 24117 | | | | | 24117 | | |
| TOTAL | | 11564.02 | 1744.04 | 1907.43 | | | 11564.02 | 1744.04 | 1907.43 |

| FRESH WATER | | | | | | | | | |
|----------------|--------------------------|-----------|----------|----------|----------|----------|-----------|----------|----------|
| BETWEEN FRAMES | TANK | 100% FULL | 80% FULL | 60% FULL | 40% FULL | 20% FULL | 100% FULL | 80% FULL | 60% FULL |
| 88-94 | POTABLE WATER | 48841 | 1173.89 | 214.80 | 14.02 | | 48841 | 1173.89 | 214.80 |
| 88-94 | DISTILLED WATER | 7246 | 26.91 | 214.80 | 13.02 | | 7246 | 26.91 | 214.80 |
| 94-112 | NO. 4 DECK BOTT INBD (P) | 18893 | 73.87 | 244.50 | 2.08 | | 18893 | 73.87 | 244.50 |
| 94-112 | NO. 4 | (S) 19027 | 70.66 | 244.26 | 1.97 | | 19027 | 70.66 | 244.26 |
| 94-106 | NO. 4 | (P) 10668 | 39.62 | 237.16 | 2.18 | | 10668 | 39.62 | 237.16 |
| 94-106 | NO. 4 | (S) 11098 | 41.21 | 236.82 | 2.18 | | 11098 | 41.21 | 236.82 |
| TOTAL | | 114773 | 426.22 | | | | 114773 | 426.22 | |

| SUMMARY OF CARGO CAPACITIES | | | | | | | | | |
|-----------------------------|-------------------------|------------------|-------------------|-----------------|------------------|------------------|------------------|------------------|------------------|
| BETWEEN FRAMES | SPACE | SALE NET CU. FT. | GRAIN NET CU. FT. | AFT F.P. (BAL.) | VER. C.G. (BAL.) | VER. C.G. (BAL.) | VER. C.G. (BAL.) | VER. C.G. (BAL.) | VER. C.G. (BAL.) |
| 11-41 | NO. 1 UPPER 'TWEEN DECK | 24094 | 28678 | 61.05 | 40.77 | | | | |
| 41-66 | NO. 2 | 32178 | 33785 | 21.45 | 37.71 | | | | |
| 66-94 | NO. 3 | 36331 | 37968 | 185.62 | 36.34 | | | | |
| 113-141 | NO. 4 | 36094 | 37789 | 304.71 | 36.77 | | | | |
| 141-170 | NO. 5 | 28897 | 30621 | 372.02 | 38.24 | | | | |
| TOTAL UPPER 'TWEEN DECKS | | 157894 | 168841 | | | | | | |
| 11-41 | NO. 1 LOWER 'TWEEN DECK | 20767 | 22491 | 62.74 | 30.21 | | | | |
| 41-66 | NO. 2 | 32203 | 34396 | 121.51 | 27.56 | | | | |
| 66-94 | NO. 3 | 38727 | 40553 | 186.75 | 26.30 | | | | |
| 113-141 | NO. 4 | 37290 | 39408 | 303.90 | 26.82 | | | | |
| TOTAL LOWER 'TWEEN DECKS | | 128987 | 136845 | | | | | | |
| 14-41 | NO. 1 HOLD | 37854 | 41013 | 65.42 | 15.17 | | | | |
| 41-54 | NO. 2 | 14039 | 16406 | 106.30 | 13.54 | | | | |
| 41-54 | NO. 2 | 13372 | 16399 | 106.32 | 13.55 | | | | |
| 54-66 | NO. 2 | 14705 | 16166 | 136.35 | 12.83 | | | | |
| 54-66 | NO. 2 | 14091 | 16178 | 136.29 | 12.85 | | | | |
| 66-94 | NO. 3 | 60591 | 63975 | 182.20 | 12.59 | | | | |
| 113-141 | NO. 4 | 59334 | 63182 | 303.50 | 13.34 | | | | |
| 141-170 | NO. 5 | 42287 | 46566 | 369.46 | 24.17 | | | | |
| TOTAL HOLDS | | 256243 | 280155 | | | | | | |
| TOTAL, ALL CARGO SPACES | | 542824 | 582445 | | | | | | |

| DISTRIBUTION OF FIXED BALLAST WEIGHT | | |
|--------------------------------------|----------------|---------------------|
| HOLD NO. | WEIGHT IN TONS | WEIGHT IN LONG TONS |
| 1 | 25.0 | 25.0 |
| 2 | 25.0 | 25.0 |
| 3 | 25.0 | 25.0 |
| 4 | 25.0 | 25.0 |
| TOTAL | 100.0 | 100.0 |

PRINCIPAL PARTICULARS

| | |
|---|------------|
| LENGTH, OVERALL | 459'-1" |
| LENGTH, B.P. ON 25'-0" D.W.L. | 435'-0" |
| BEAM, MOLDED | 63'-0" |
| DEPTH, MOLDED TO SHELTER DECK AT SIDE | 40'-0" |
| DEPTH, MOLDED TO 2 ND DECK AT SIDE | 31'-6" |
| ENGINE - GEARED TURBINES S.H.P. NORMAL | 6000 |
| BOILERS - 2 | 450" PRESS |
| PROPELLER 19'-0" DIA. 19'-10 1/2" PITCH | |
| GROSS TONNAGE U.S. | 8256.27 |
| NET TONNAGE U.S. | 4832.33 |
| GROSS TONNAGE PANAMA | 8373.03 |
| NET TONNAGE PANAMA | 5647.94 |
| GROSS TONNAGE SUEZ | 8376.74 |
| NET TONNAGE SUEZ | 6141.06 |

NOTES

- SALE CAPACITIES WERE FIGURED FROM TOP OF INNER BOTTOM AND TOP OF DECK PLATING TO UNDERSIDE OF DECK BEAMS AT TOP, TO CARGO BATTENS AT SIDES AND TO BULKHEADS OR BULKHEAD STIFFENERS AT ENDS, WITH DEDUCTIONS MADE FOR INTERFERING STRUCTURE.
- GRAIN CAPACITIES WERE FIGURED FROM TOP OF INNER BOTTOM AND TOP OF DECK PLATING TO UNDERSIDE OF DECK BEAMS AT TOP, TO SHELL PLATING AT SIDES, AND TO BULKHEAD PLATING AT ENDS, WITH DEDUCTIONS MADE FOR INTERFERING STRUCTURE.
- EQUIVALENTS USED IN DETERMINING CAPACITIES:
FUEL OIL : 37.23 CU. FT. (15.7 ARI) 278.48 GALS., OR 6.63 BBL'S = 1 TON
FRESH WATER : 36 CU. FT. OR 265.28 GALS. = 1 TON
SALT WATER : 35 CU. FT. OR 261.8 GALS. = 1 TON
42 GALLONS = 1 BARREL FUEL OIL
ALL TONS ARE LONG TONS OF 2240 LBS. EACH

NAME WINGED RACER M.C. HULL NO. 1379

| | |
|--|------------|
| DESIGN No. C 2-S-AJ 1 | |
| UNITED STATES MARITIME COMMISSION | |
| M. C. HULL No. 1379 | |
| DESIGNED BY NEWPORT NEWS SHIPBUILDING & DRY DOCK COMPANY NEWPORT NEWS, VA. | |
| HULL TECHNICAL DEPARTMENT | |
| SCALE 1/4" = 1 FT. | DATE SCHD. |
| DRAWN G. H. BLACKBURN | EXAMINED |
| CHECKED J. P. LAMSTER | APPROVED |
| CHARGE MAN | DATE |
| N. N. DRAWING No. 179981 | |
| NORTH CAROLINA SHIPBUILDING COMPANY WILMINGTON, N. C. | |
| BUILDERS | |
| N. C. HULL No. | |
| N. C. DRAWING No. | |
| GENERAL ARRANGEMENT | |
| & | |
| CAPACITY PLAN | |
| APPROVED AS NOTED IN | |
| M. C. LET. | A. S. LET. |
| M. C. FILE | |
| BY | |

THE LIGHT WEIGHT SHIP INCLUDES NATIONAL DEFENSE FEATURES AND FIXED BALLAST.
ESTIMATED WEIGHT OF NATIONAL DEFENSE FEATURES = 124 LONG TONS
ESTIMATED WEIGHT OF FIXED BALLAST = 124 LONG TONS