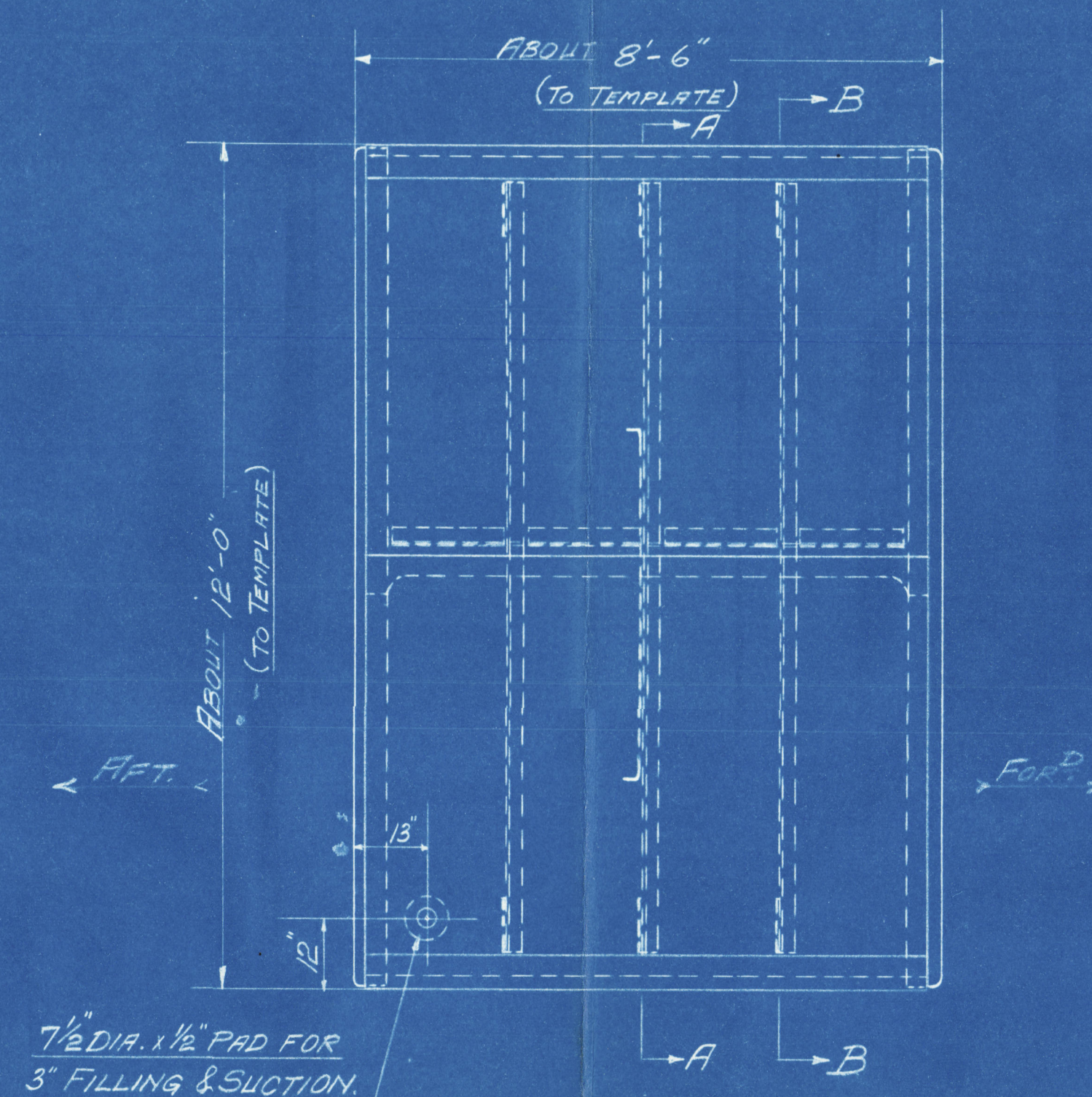
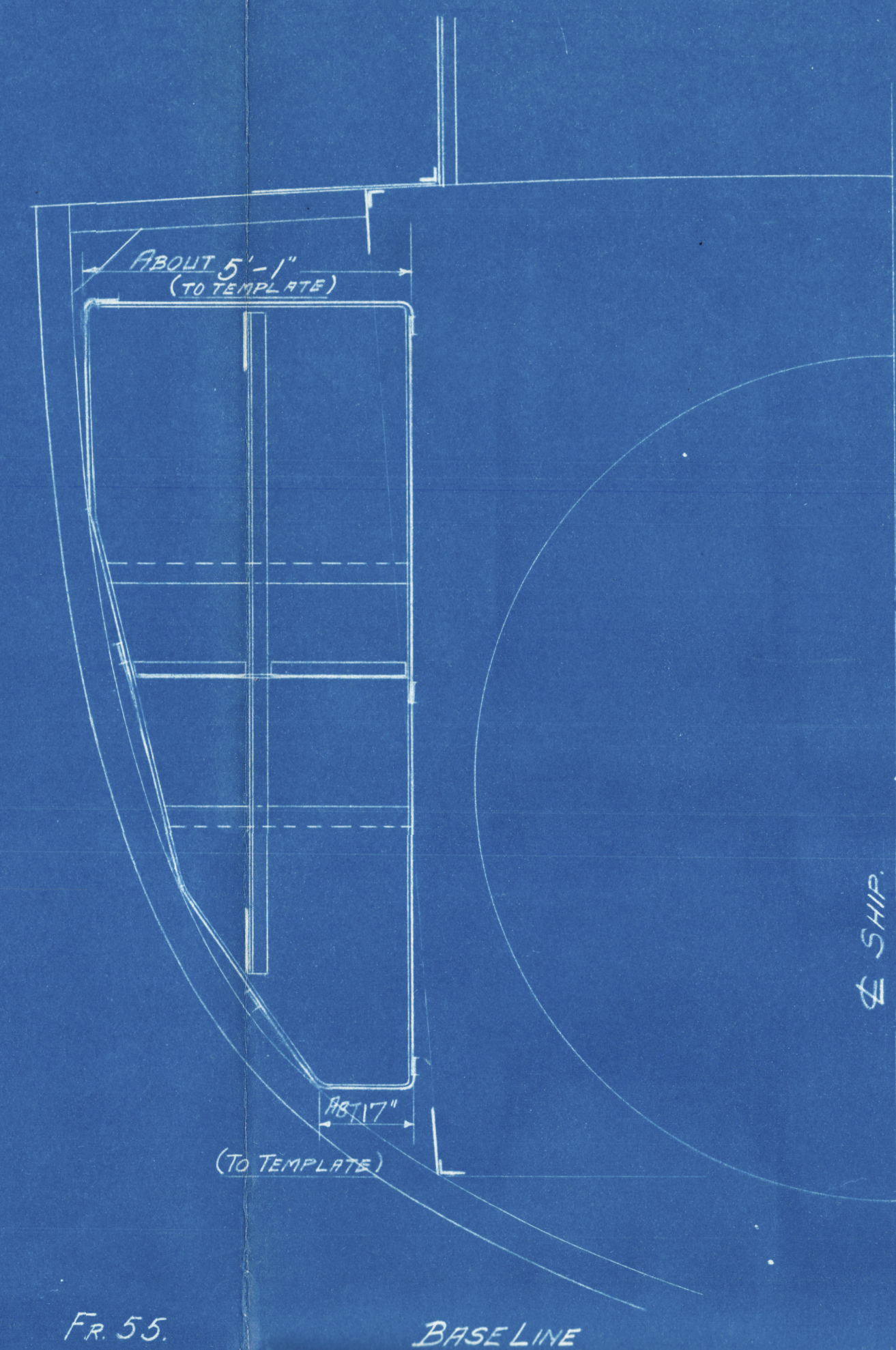


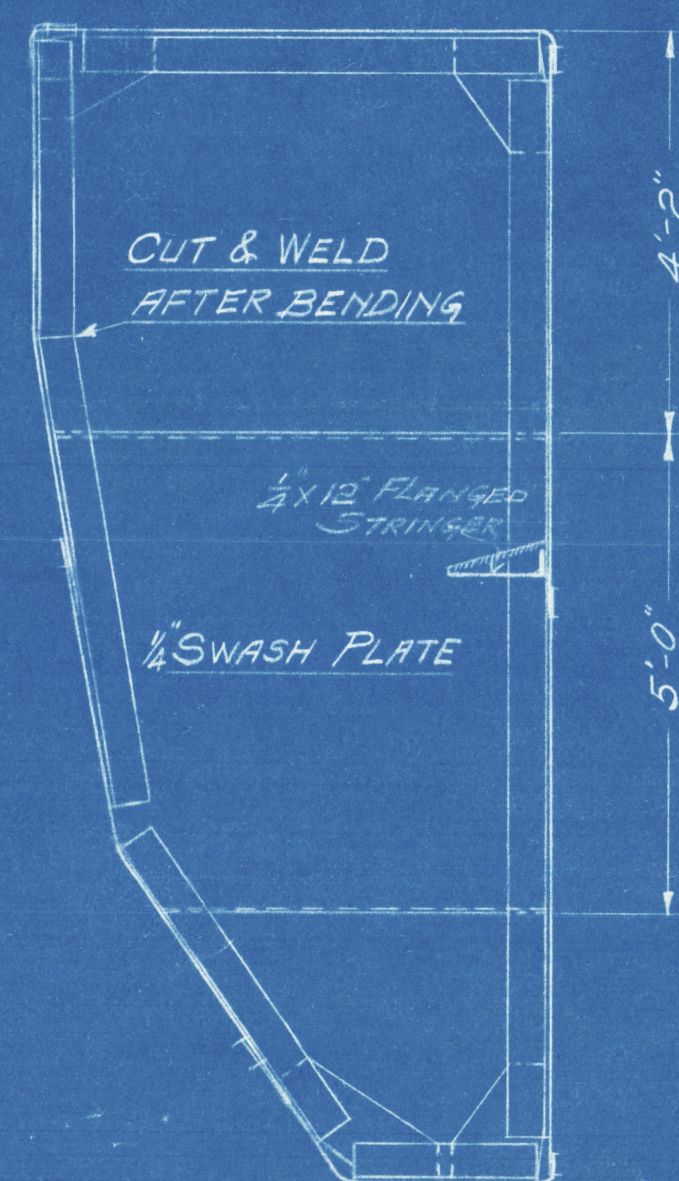
OUTSIDE VIEW OF AFTER END  
LOOKING FOR<sup>d</sup>



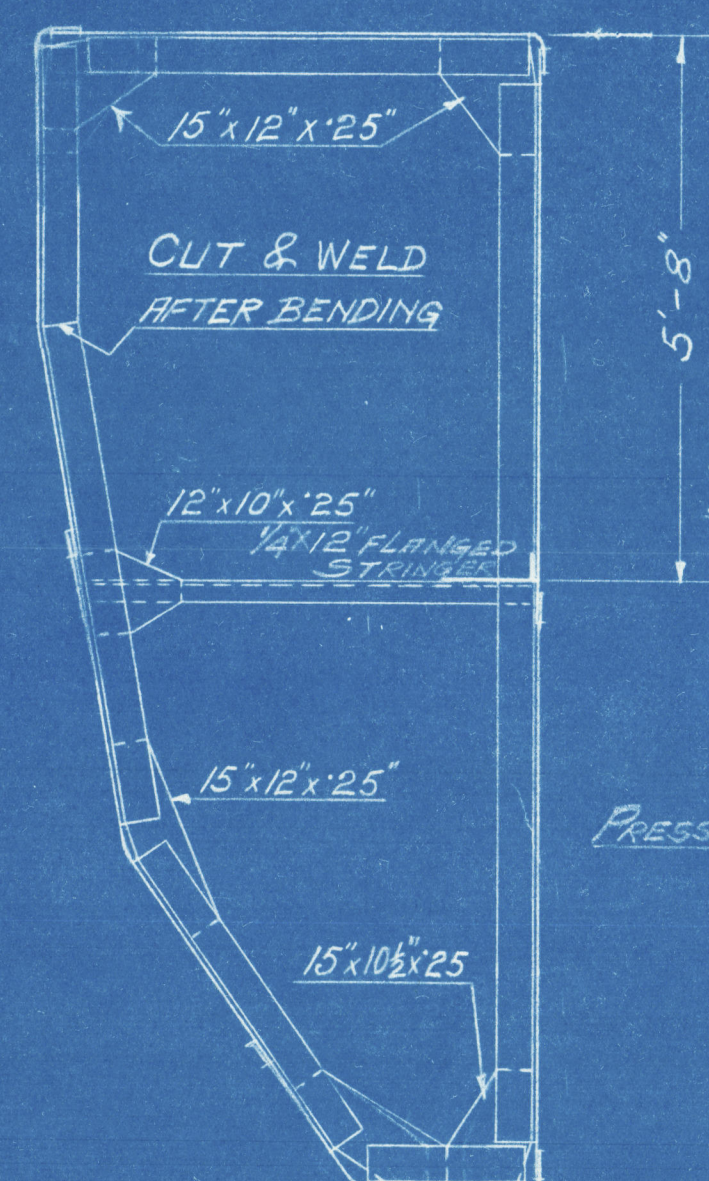
INBOARD SIDE  
LOOKING FROM  $\nabla$  OF SHIP



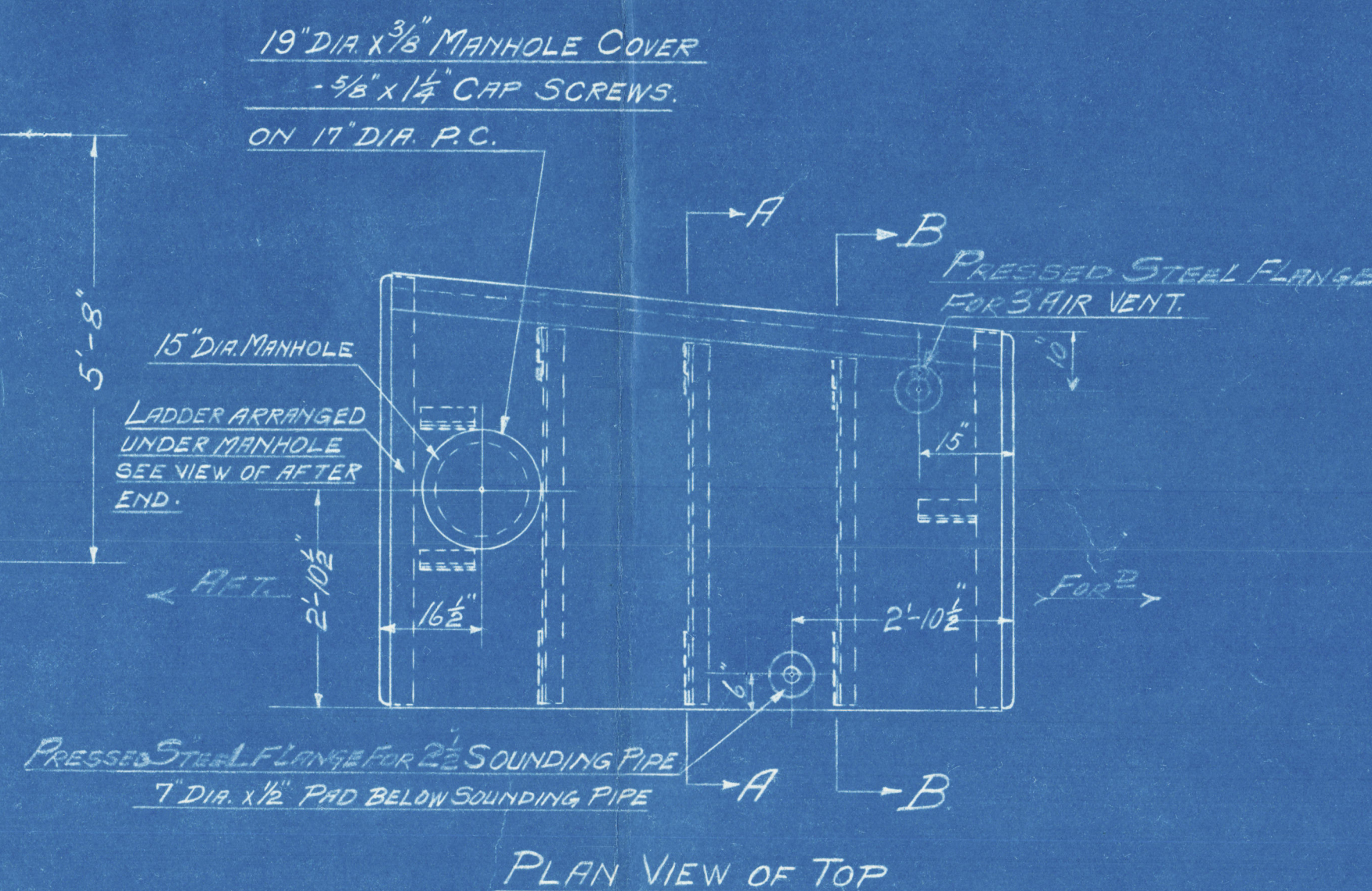
INSIDE VIEW OF FOR<sup>d</sup> END  
LOOKING FOR<sup>d</sup>



SECTION A-A  
LOOKING FOR<sup>d</sup>



SECTION B-B  
LOOKING FOR<sup>d</sup>



ONE TANK AS SHOWN FOR PORT SIDE.  
ONE TANK TO OPPOSITE HAND FOR STARB<sup>d</sup> SIDE.

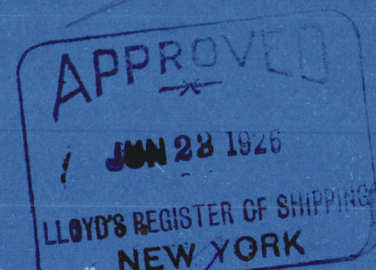
### RIVETING.

ALL SHELL LAPS AND SEAMS  $3\frac{3}{8}$ " WIDE DOUBLE RIVETED  
ALL RIVETS  $\frac{5}{8}$ " DIA. SHELL RIVETS COUNTERSUNK ON OUTSIDE  
RIVETS IN LAPS AND SEAMS  $2\frac{1}{4}$ "  $\nabla$  TO  $\nabla$ .  
RIVETS IN STIFFENERS  $3\frac{3}{4}$ "  $\nabla$  TO  $\nabla$ .

### MATERIAL.

BOTTOM PLATES, ENDS & LOWER COURSES  $\cdot 34$ " &  $\cdot 31$ "  
TOP PLATES & UPPER COURSES  $\cdot 31$ " &  $\cdot 28$ "  
SWASH PLATES & BRACKETS  $\cdot 25$ "  
STIFFENERS TO SHELL PLATES  $5 \times 3 \times 9 \times 8 \cdot 2 \cdot 0$  APART.  
INTERIOR STIFFENERS & BRACES  $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{5}{16}$ "

The Flash Point of the Oil Fuel to be carried should be not lower than 150° F. and the requirements of Section 35 of the Rules should be complied with.



S.S. ST. FAITH  
No 1 WING BUNKER OIL FUEL TANKS  
SCALE  $\frac{1}{2}$ " = ONE FOOT  
YARROWS LTD ESQUIMALT B.C.

SKETCH No 1437  
4<sup>th</sup> JUNE 1926.



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