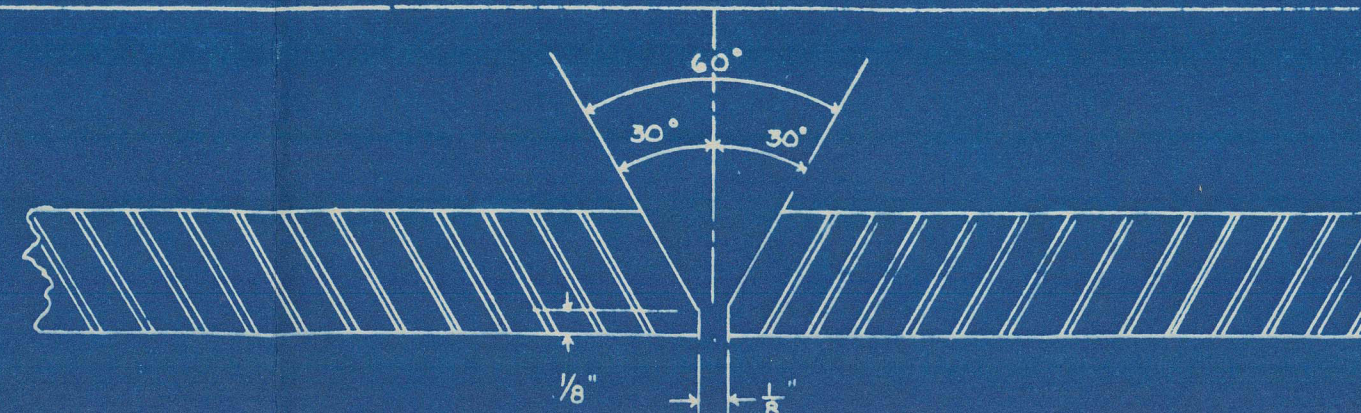


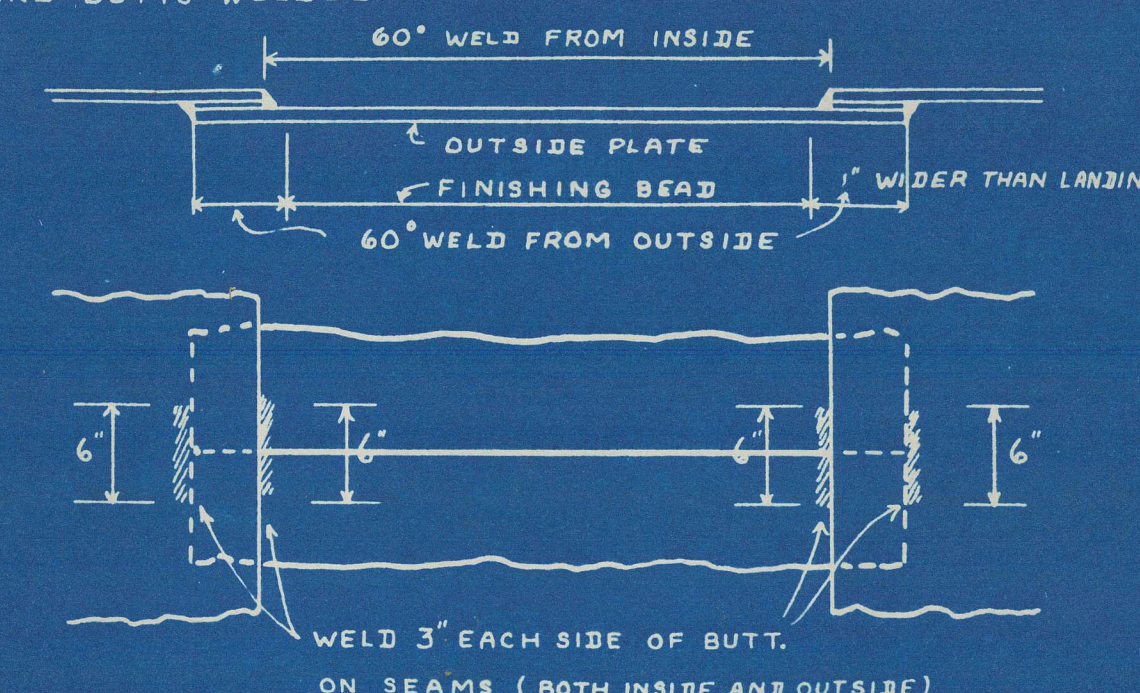
PRINCIPAL DIMENSIONS	
LENGTH B.P.	416'-0"
BREADTH EXTR.	57'-1"
BREADTH MLD.	56'-10 1/2"
DEPTH MLD. UPPER DK.	37'-4"
DEPTH MLD. SECOND DK.	28'-7"
DEPTHS TO LENGTH-UPPER DK.	11.14

NOTE: DO NOT USE LARGER ROD THAN 3/4" 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 LANDINGS 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 LINED. ENDS OF BOTH BARS NEXT CENTRE KEEL TO BE CUT 1/2" SHORT OF TOE OF CENTRE KEEL TOP AND BOTTOM FOR AND ART. ANGLES. OUTER ENDS TO BE CUT 1/2" SHORT OF MARGIN PLATE. THESE BARS TO BE ELECTRIC WELDED TO FLOOR PLATE WITH HEELS PROTECTING 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

STERN FRAME AS PER DETAIL PLAN
STEM BAR 10" x 22" TO L.W.L.
PLATE STEM ABOVE L.W.L.
RUDDER AS PER DETAIL PLAN

EQUIPMENT

2 - BOWER ANCHORS	- 48 CWT.
1 - STUD CABLE CHAIN	- 225 FATHOMS 2 1/2"
1 - STREAM ANCHOR (STOCKLESS)	- 23 1/2 CWT.
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 " "

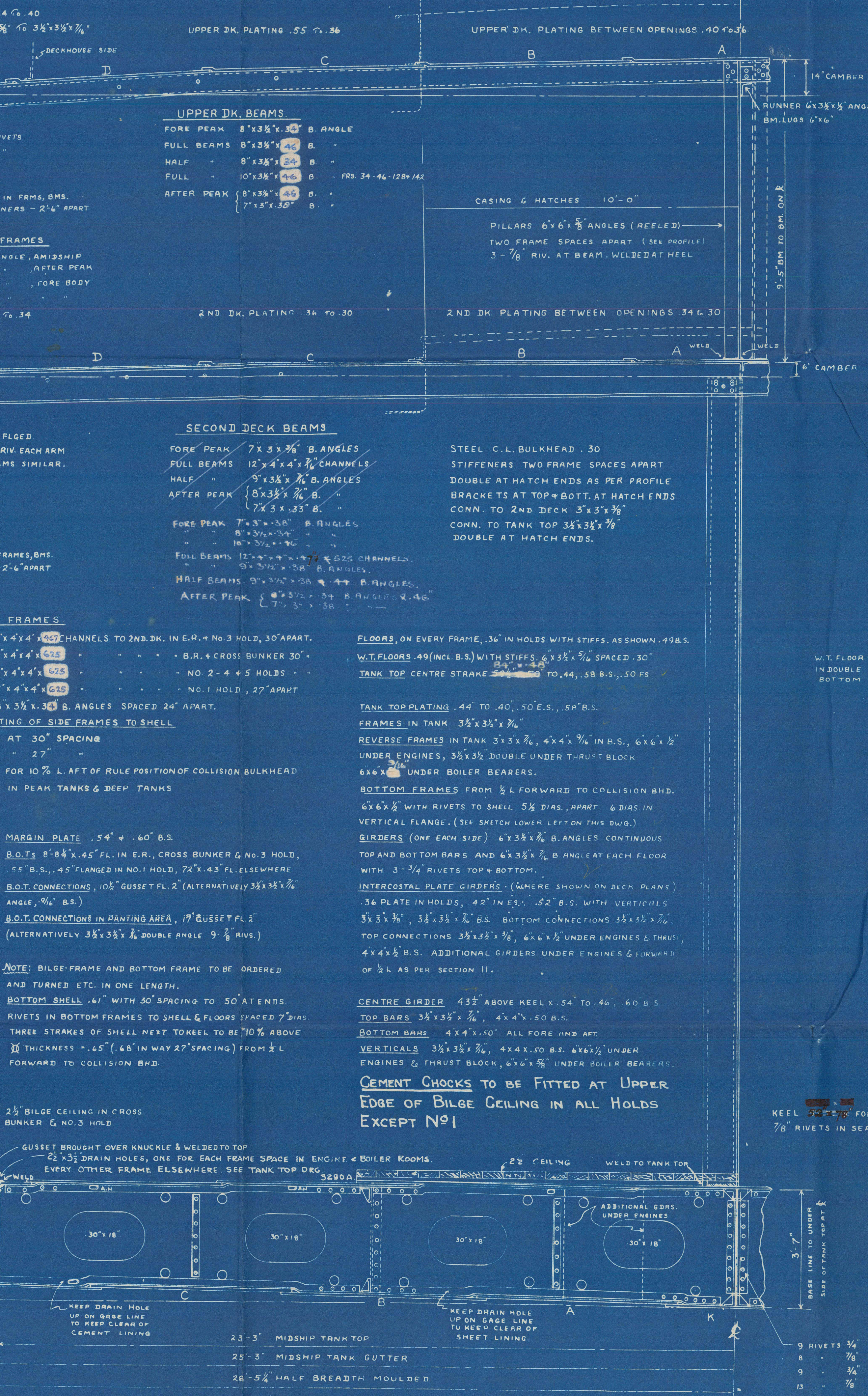
REVISIONS

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

NORTH VAN SHIP REPAIRS LTD.
NORTH VANCOUVER, B.C.

SS FORT AUGUSTUS
MIDSHIP SECTION

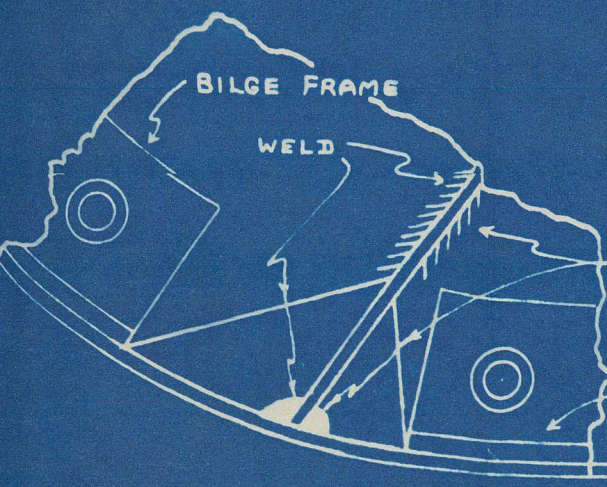
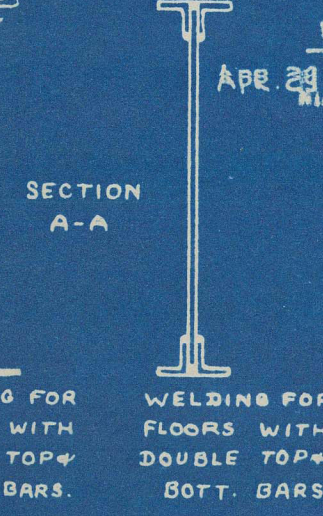
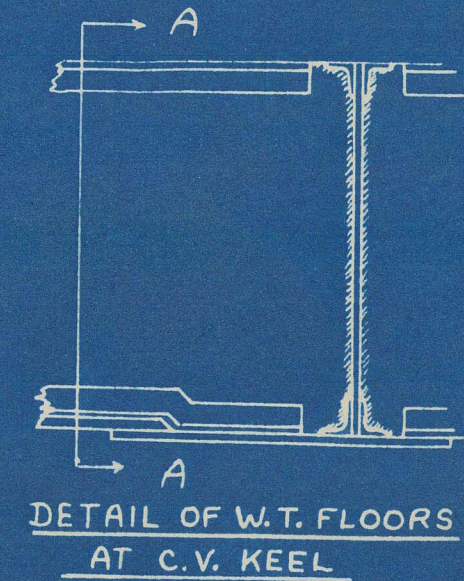
DRAWN BY:
APPROVED BY:
DATE:
1/2" SCALE 1 FOOT
BDD NO 3057A



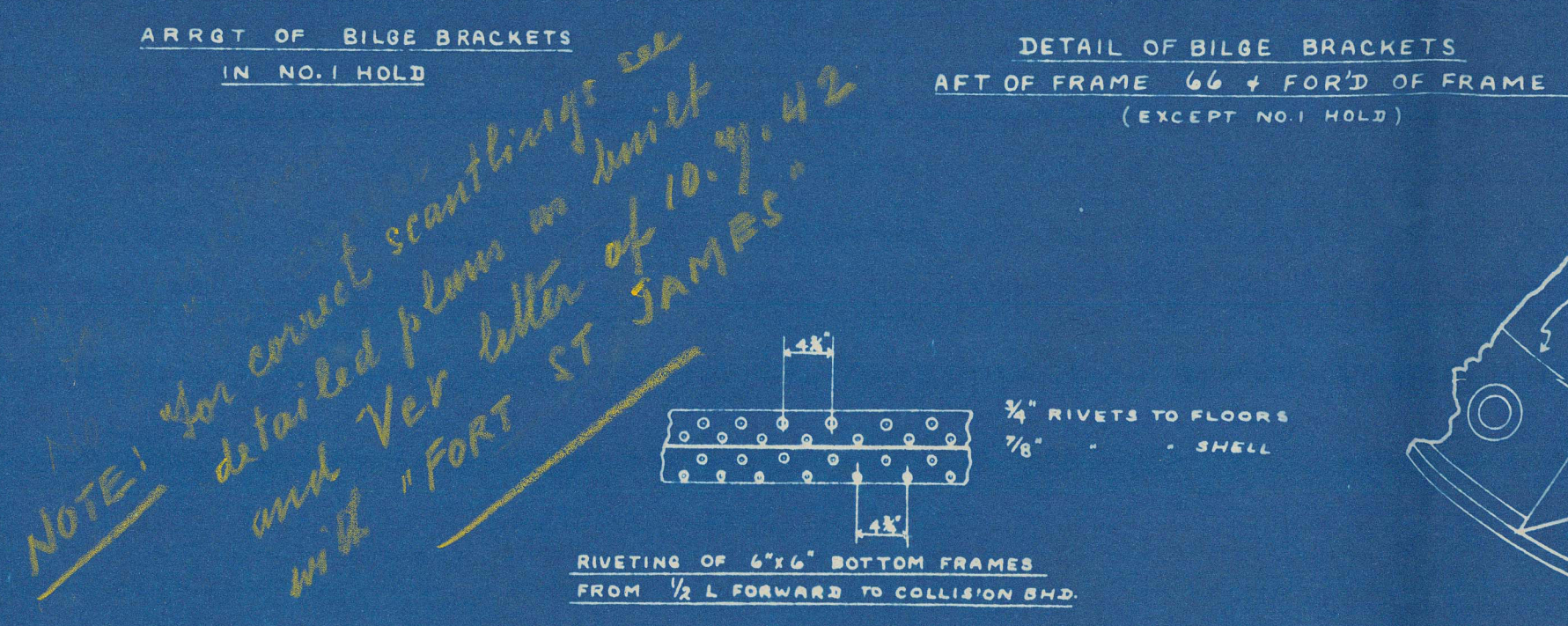
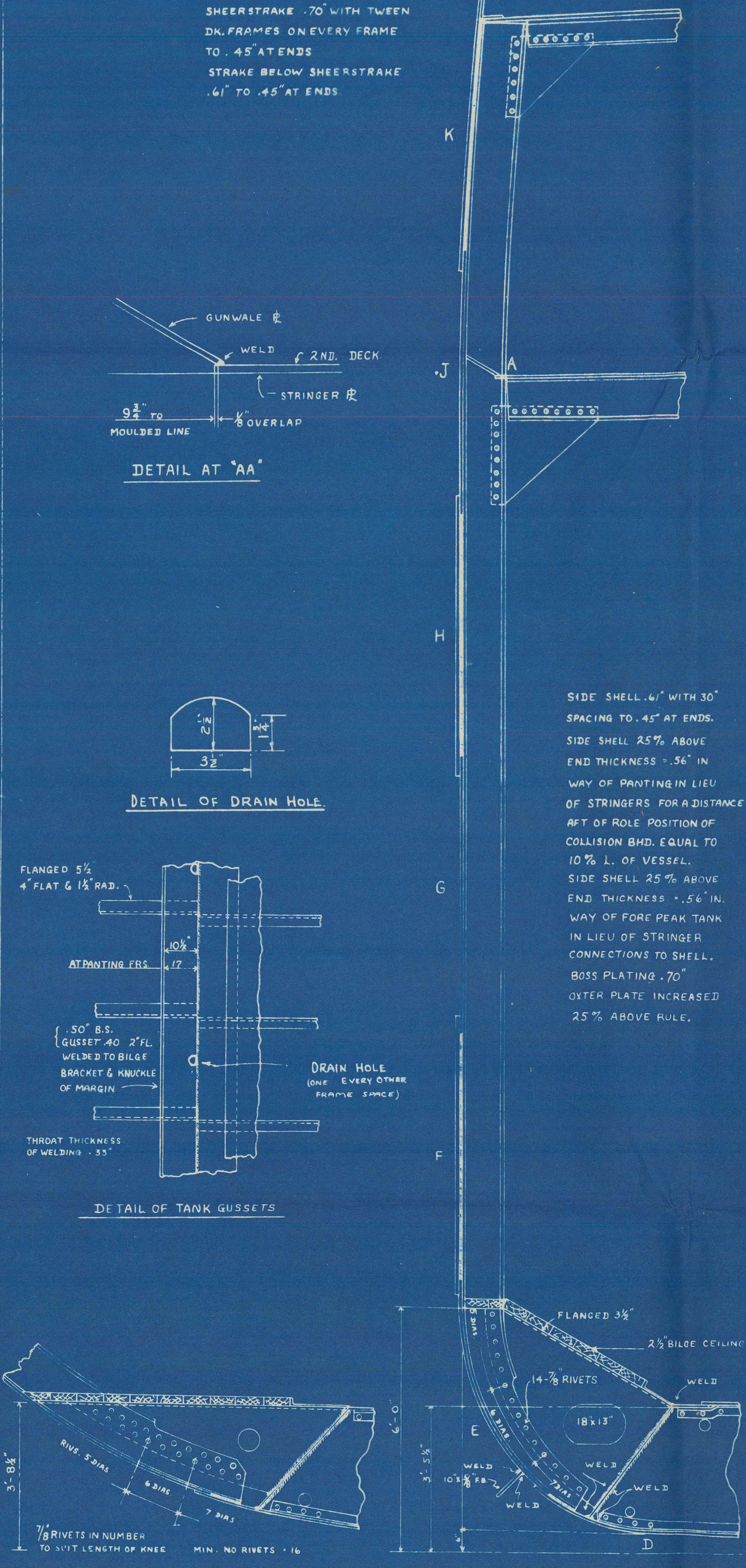
CLASS: 100 A.I. LLOYDS, WITH FREEBOARD CORRESPONDING TO A DRAFT 18" MORE THAN THAT OF A C.S.S. VESSEL

EQUIPMENT NUMERALS	
L (B+D)	39189
MIDSHIP DECKHOUSE	302575 x 50
CASINGS	20.5 x 7.5 x 50
"	59.75 x 10.5 x 50
AFTER DECKHOUSE	26 x 7.5 x 50
	39198

ISSUED
MAR 7 1942
BURNAND GAY COX CO. LTD.
MARINE DEPARTMENT
HULL, ENGLAND



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



NOTE: 1. For correct scantlings see detailed plans in book and Ver letter of 10.7.42 with "FORT ST. JAMES".