

Length B.P.	416'-0"
Breadth Extreme	37'-1"
Breadth Moulded	36'-10 1/2"
Depth Mid. Upper Deck.	37'-4"
Depth Mid. 2nd Deck.	28'-7"
Depths to length - Upper Deck.	11'-14"
Class + 100 A.I. With freeboard.	
Draft Mid.	26'-10"

Plates to be bevelled out to a 60° included angle for all butt welds & bevelled to within $\frac{1}{8}$ " from bottom of plate. Gap of $\frac{1}{8}$ " to be kept between edges to be welded.

Upper Deck Stringer Plates
 $\frac{3}{4}$ " - 30.6" to $\frac{1}{8}$ " - 15.3" E.W. to SHEERSTAKE AT FWG END ONLY
 stringer angle $6 \times 6 \times \frac{1}{8}$ to $4 \times 4 \times \frac{1}{8}$

Upper Deck, plating
 $\frac{3}{8}$ " - 25.5" to $\frac{3}{8}$ " - 15.3"
 All butts welded. Seams riveted.

Sheerstroke $\frac{11}{16}$ " - 28.05" plating
(with tween deck frames on
every frame) to $\frac{11}{16}$ " - 17.85"
plating at ends.

Strake below sheerstrake
5/8" - 25.5" plate to 1/16" 17.85 at ends

$\frac{1}{2} \times 3$ flat bar cut one end rounded to form doubler under toe of frame.

Detail of Tween Deck Frame Conn. to 2nd DK Stringer.

Detail of Drain Hole

Plunged $5/8"$
 1" flat $1/8"$ rad.

at parting frames

Gusset $7/8" \times 1" \times 1/2"$ B.S.
 welded to blyse bracket
 & knuckle of margin.
 Thread thickness of hole 27
 30 forward.

Drain every $1/2"$

Detail of Tank Gussets

Detail of Bilge Brackets aft of Frame 66
& Forward of Frame 103. (Except No 1 Hold)

Arrangement of Bilge Bx's in ~~the~~ Hold

Detail of Drain Holes
Scale 3" = 1 Foot.

Bottom plating $\frac{5}{8}$ " - 25.5" with 30" spacing.
Three strakes of shell next to keel to be 10% above ϕ thickness
from $\frac{1}{2}$ L forward to collision bulkhead

Keel 52' - $3\frac{1}{4}$ ' - 30' 6" for $3\frac{1}{2}$ '
to $1\frac{1}{16}$ ' - 28' 08" of ends 78" dia. rivets
in seams & frames. Butts electric welded

Tank Top All tank top plating seams and floor angles to be welded.
All butts to be welded from top side, tank top seams to be welded for 3" each side of butt.
Short Tunnel Plating to be welded inside, to tank top minor to show no foundation bars to be fitted.
Plating to have same procedure as tank top butt joints from inside, weld in way of C/LK bars (Seams only).
Flat keel Do not compound weld until C/LK and compound strakes are laid up.
C/L keel The centre vertical keel will come welded complete except in butt of butts of plating. Short bars approx. 8 ft long may be introduced here and welded in way of C/LK as it is placed.
Butts of angles to be welded.
Deck Margin Plate Flanges on top and top welded to tank top plating. Bottom edge of butt and small steel plate introduced as filler.
The ordinary floors and lower or C/L WT floors will be welded to this plate inside and will be braced outside on outside. No angle connection will be fitted in either side of the tank top.
All butts of C/LK and WT floors welded from outside and finishing weld inside.
All butts of bottom steel to be kept out & welded from the inside. This is done to obtain round welding to the lowest extent.
Butts of most strakes will be welded outside and the butts of outside strakes to be weld inside and welded between the landing edges of inside strakes only. This weld will be completed by seeing inside of the ship & welding both seams in one piece, one landing.

Side shell at ends Inside strokes to be veed out and welded from the inside.
Clear of bottom shell Outside strokes to be veed out and welded from the outside.

JA Stroke: This is a clinker stroke. The butts to be feed out and welded from the outside and lower edge which is inside is to be finished in the same manner as the outside plates that is feed 1" wider than the landing & welded from inside.

Note: All shell landings top and bottom for 3" each side of shell butts to be welded.

WT BHds. Shell butts to be welded
To be all riveted except in way of tank top & tank margin.
No foundation angle to be fitted to tank top or margin.
Bulkhead plating & stiffener brackets bolted hard on tank
top & tank margin and fillet welded. But shell bars to be

Top tank margin and shell welded to shell bars to be carried down bilge & stopped a short of margin plate.
Bilge bars & gusset plate Riveted to frame and bilge angle and welded to tank margin.
Gusset plate welded to flange of bilge bracket & welded to tank top.
or: Shds To be of all welded construction.
KT & OT floors to be welded direct to shell & tank top in double bottom without angles.

Throat weld varies w/
thickness of plate

To accompany Vancouver, B.C.
1st Entry Bull Report
No. 6001.

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

S.S.FORT PANMURE.

MIDSHIP SECTION

HULL - No. 130.

DRAWN BY A.C.H.	SCALE $\frac{1}{2"} = 1 \text{ FOOT.}$
APPROVED BY	
DATE Jan. 15 - 43	DWG. N.V. 2.

NEW
SUNVALLEY