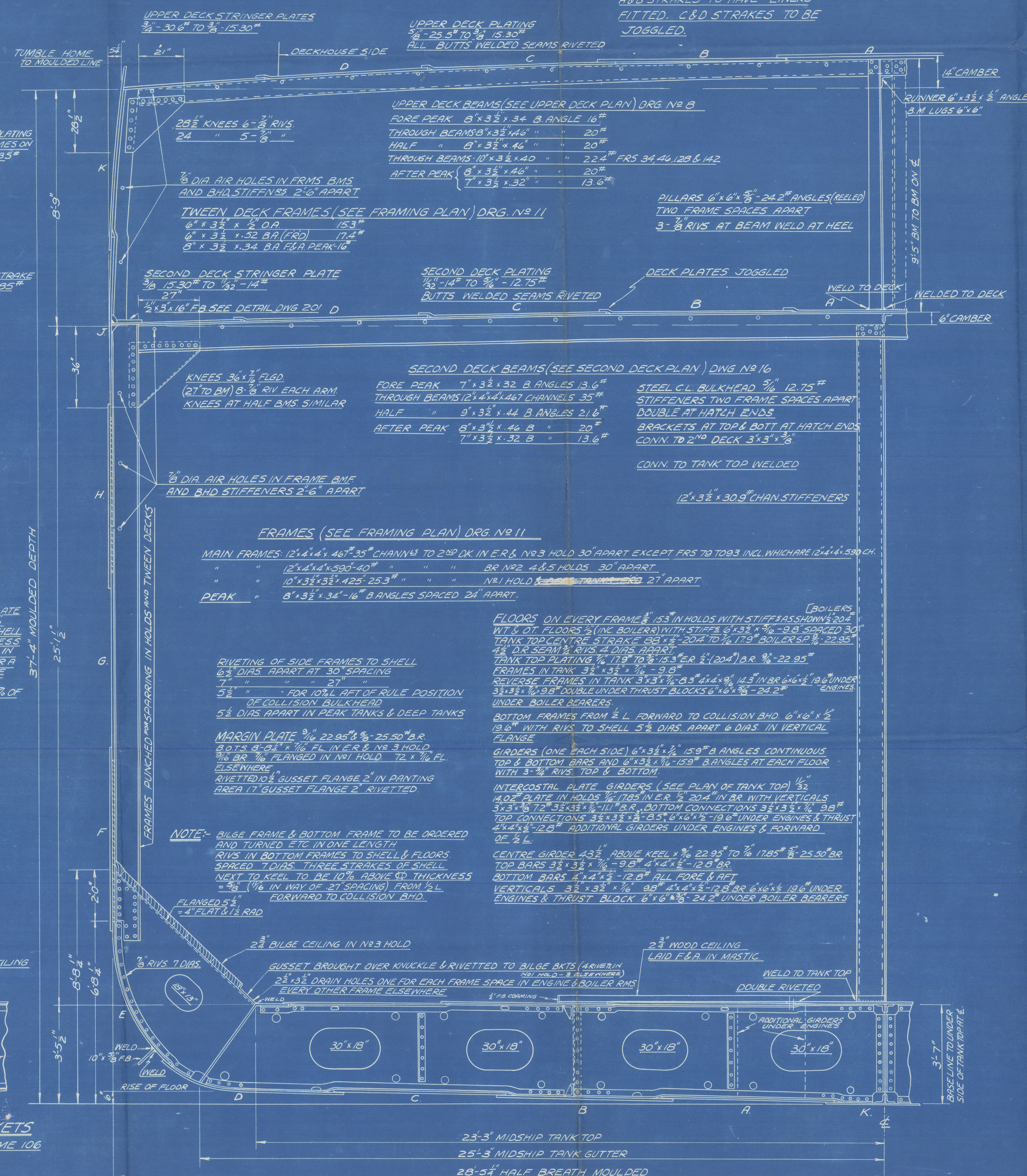


LENGTH B.P	416'-0"
BREADTH EXTR	57'-1"
BREADTH MLD.	56'-10 1/2"
DEPTH MLD. UPPER DK	37'-4"
DEPTH MLD. SECOND DK	28'-7"
DEPTHS TO LENGTH UPPER DECK	
CLASS +100 A1 WITH FREEBOARD	
DRAFT MLD.	26'-10"

BUTT WELDS IN ALL CASES TO HAVE  
A FINISHING BEAD  
FIRST TWO BEADS IN BUTT WELD  
TO BE WELL PEENED.

PLATES TO BE VEE'D OUT A 60° INCLUDED ANGLE  
FOR ALL BUTT WELDS AND BEVELLED TO WITHIN  $\frac{1}{8}$ "  
FROM BOTTOM PLATE. GAP OF  $\frac{1}{8}$ " TO BE KEPT  
BETWEEN EDGES TO BE WELDED

A&B STRAKES TO HAVE LINERS  
FITTED. C&D STRAKES TO BE  
JOGGLED.



2	STOCKLESS ANCHORS	8100 LBS EACH	
1	STUD CABLE CHAIN	270 FATHOMS	2 1/2" WELDED STEEL LINKS
1	STREAM ANCHOR (STOCKLESS)	30 CWTs.	
1	STREAM WIRE	90 FATHOMS	<del>5/16"</del> 3/4" 6 x 24 FSW
1	TOWLINE	120 "	4 3/4" 6 x 24 SPECIAL FSW
2	HAWSEYS	90 "	2 3/4" 6 x 12 FSW
2	WARPS	90 "	2 1/2" 6 x 12 " "

FLAT KEEL WELD BUTTS FROM INSIDE (WELD IN WAY OF G.I.V. BARS AND SEAMS ONLY) DO NOT COMPLETE WELD UNTIL G.I.V. & GARBOARD STRAKES ARE BOLTED UP

G.V. KEEL WILL COME RIVETED COMPLETE EXCEPT IN WAY OF BUTTS OF PLATING. SHORT BARS APPROX 15" 30" LONG TO BE INTRODUCED HERE AND FITTED AFTER G.I.V.S IN PLACE BUTTS OF ANGLES TO BE WELDED

ON SEAMS (BOTH INSIDE & OUTSIDE)  
ALL BUTTS OF BOTTOM SHELL TO BE VEED OUT AND WELDED FROM  
THE INSIDE. THIS IS DONE TO OBTAIN DOWN HAND WELDING TO FULLEST EXTENT  
BUTTS OF INSIDE STRAKES WILL BE VEED OUT FULL WIDTH. THE BUTTS  
OF OUTSIDE STRAKES TO BE VEED INSIDE AND WELDED BETWEEN THE  
LANDING EDGES OF INSIDE STRAKES ONLY. THIS WELD WILL BE  
COMPLETED BY VEEDING OUTSIDE ON THE SHIP AND WELDING BOTH  
SEAMS. THESE TO BE VEED OUT, WIDER THAN LANDING.

INSIDE STRAKES TO BE VEED OUT AND WELDED FROM THE INSIDE.  
OUTSIDE STRAKES TO BE VEED OUT AND WELDED FROM  
THE OUTSIDE.

THIS IS A CLINKER STRAKE. THE BUTTS TO BE VEED AND WELDED FROM OUTSIDE AND LOWER EDGE WHICH IS INSIDE IS TO BE FINISHED IN THE SAME MANNER AS OUTSIDE PLATES. THAT IS VEED 1" WIDER THAN LANDING AND WELDED FROM INSIDE.

NOTE:- ALL SHELL LANDINGS TOP & 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 BHD'S  
NO FOUNDATION BARS TO BE FITTED.  
PLATING TO HAVE SAME PROCEDURE AS TANK TOP.

FLANGED ON TOP AND LAP RIVETED TO TANK TOP PLATING. BOTTOM  
EDGE TO BE BUTTED ON SHELL PLATE AND FILLET WELDED AS SKETCH.  
THE ORDINARY FLOORS AS WELL AS O.T. & M. 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 RIVETTED EXCEPT IN WAY OF TANK TOP AND TANK MARGIN.  
NO FOUNDATION ANGLE TO BE FITTED TO TANK TOP OR MARGIN.  
B&E 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 1/8" SHORT  
OF MARGIN PLATE.

RIVETED TO FRAME AND BILGE ANGLE AND WELDED TO TANK  
MARGIN GUSSET PLATE RIVETTED TO FLANGE OF BILGE BRACKET  
AND WELDED TO TANK TOP.

WITHOUT ANGLES.      SEE SKETCH

---

\_\_\_\_\_

JAN 46 2<sup>ND</sup> BILGE CEILING ADDED IN N<sup>1</sup> HOLD  
'11'6" STRAKES ON U, DECK TO BE FITTED  
WITH LINERS.  
WELDING OF THE MAIN FRAMES TO THE UNDERSIDE  
OF THE SECOND DECK ELIMINATED. THE LENGTH  
OF THE PRO UNDER TWELVE O.K. FRAMES  
LENGTHENED TO 16". WELDING OF THE  
TRUNK TOP GUSSET PLATES TO MARGIN BRACKETS  
DISPENSED WITH & FOUR RIVETS FITTED IN LINE  
OF SAME IN N<sup>1</sup> HOLD AND 3 RIVETS ELSEWHERE.

PRINCE RUPERT DRYDOCK &  
SHIPYARD Hull No.  
PRINCE RUPERT, B.C.  
~ S.S. FT. PERROT ~  
MIDSHIP SECTION  
SCALE -  $\frac{1}{2}$ " IFT. FEB. 1944