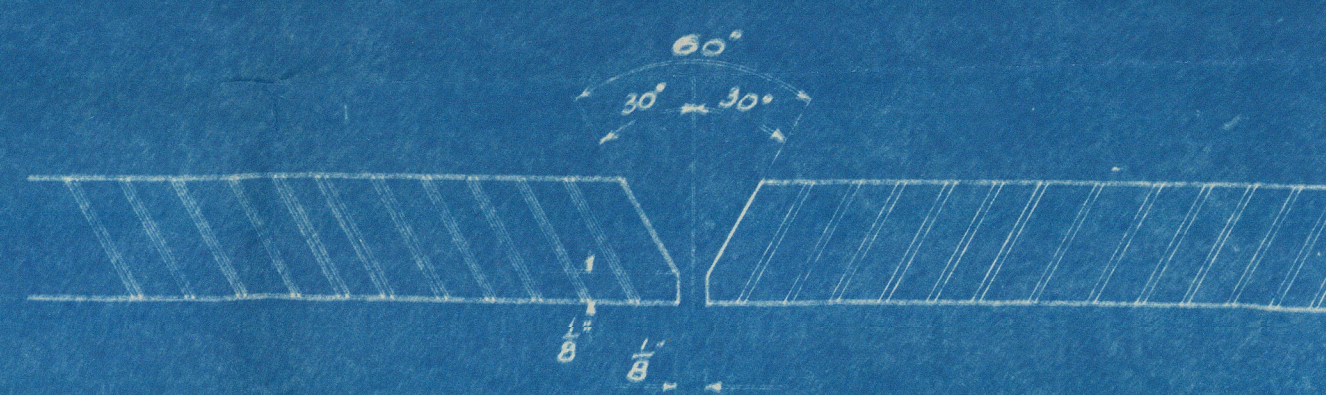


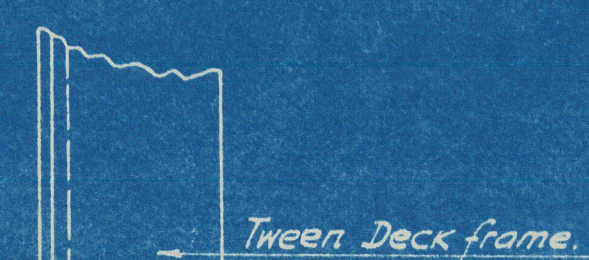
Principal Dimensions.

Length BP	416'-0"
Breadth Extreme	57'-1"
Breadth Moulded	56'-10 3/4"
Depth Mid. Upper Deck	27'-4"
Depth Mid. 2nd Deck	26'-7"
Depth to length - Upper Deck	11-14
Class + 100 A1 with freeboard.	
Draft Mid.	26'-10"

Butt welds in all cases to have a finishing bead
first two beads in butt welds to be well peened.

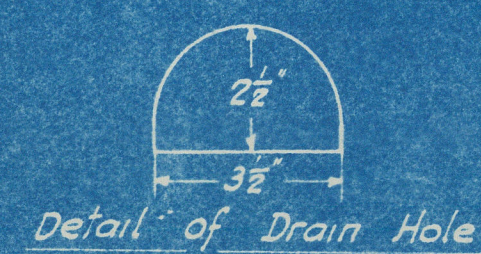


Plates to be bevelled out to a 60° included angle for all butt welds & bevelled to within 1/8\"/>

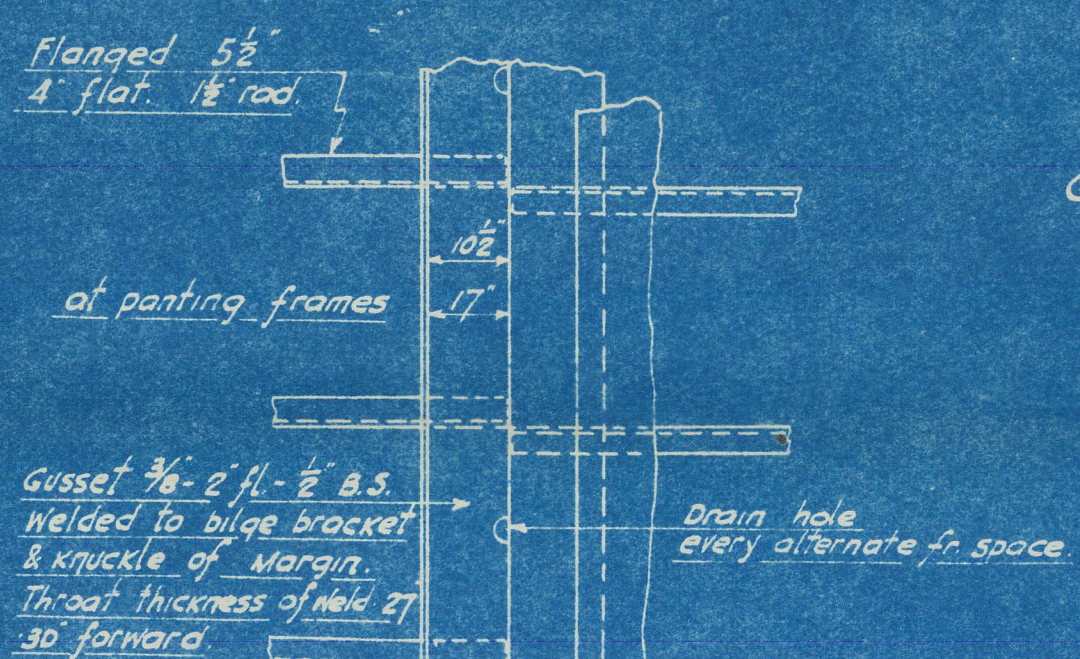


2nd Deck Stringer.
2" x 3" flat bar cut one end rounded to form doubler under toe of frame.

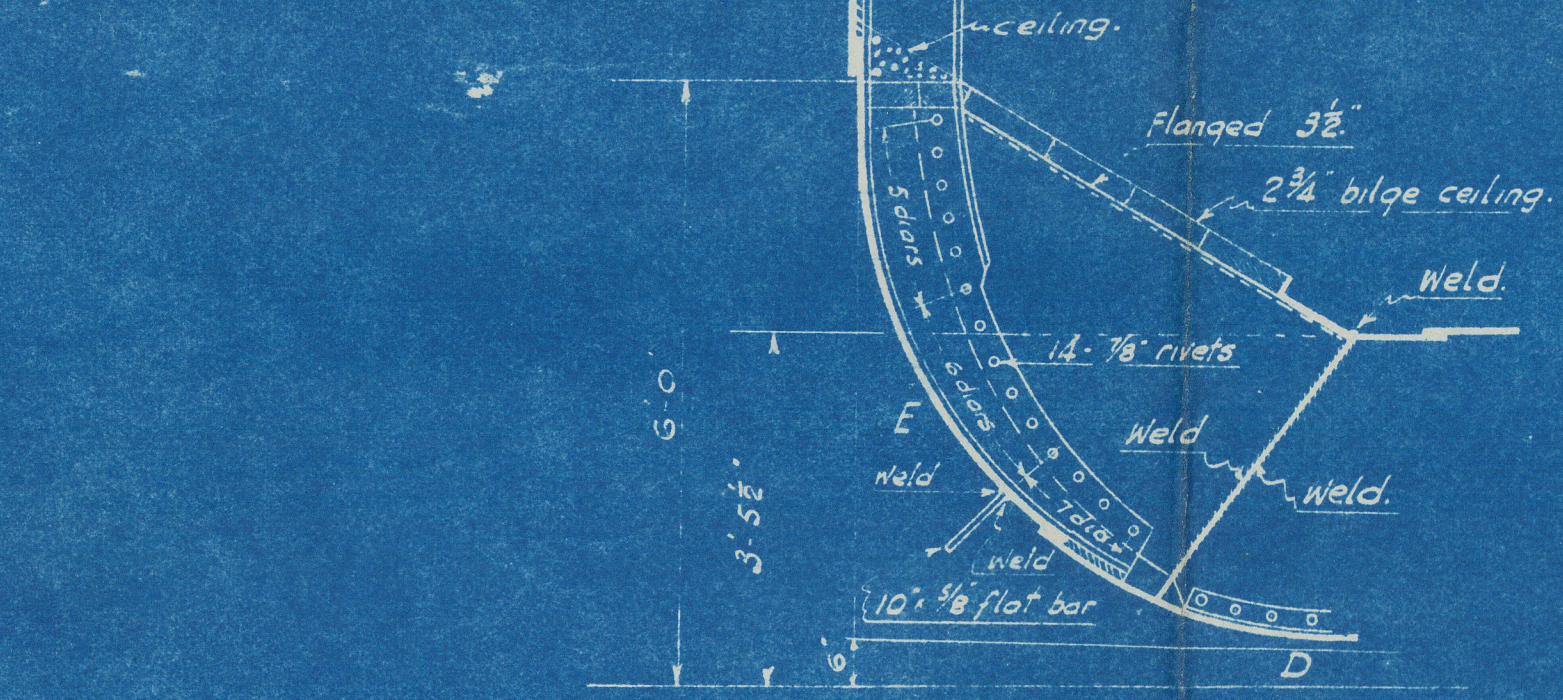
Detail of Treen Deck frame conn. to 2nd D^s Stringer.



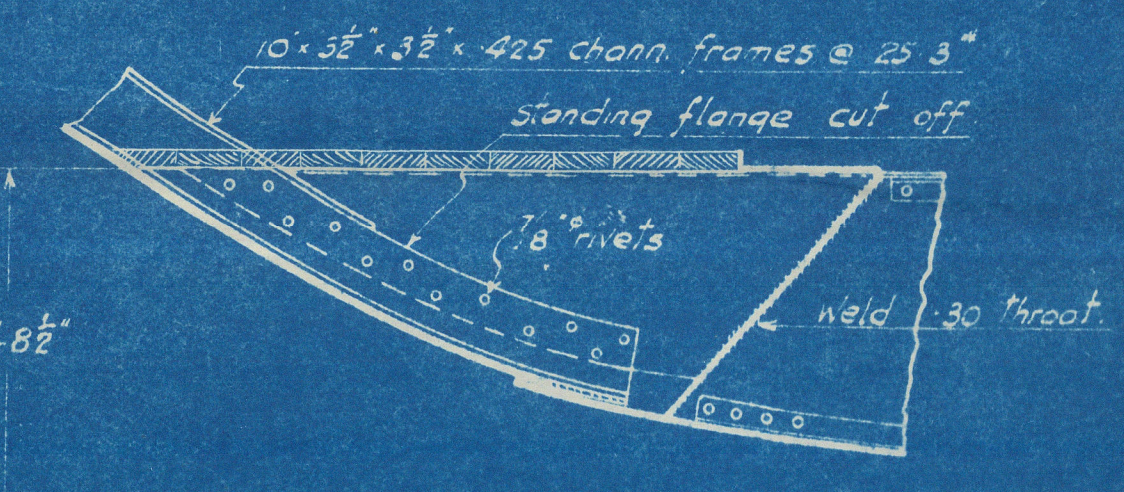
Detail of Drain Hole.



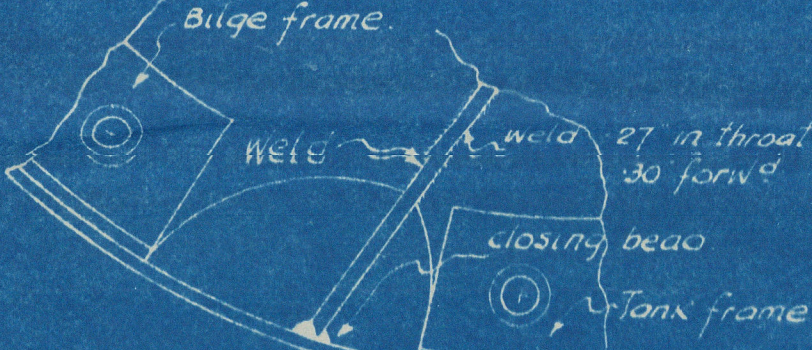
Detail of Tank Gussets.



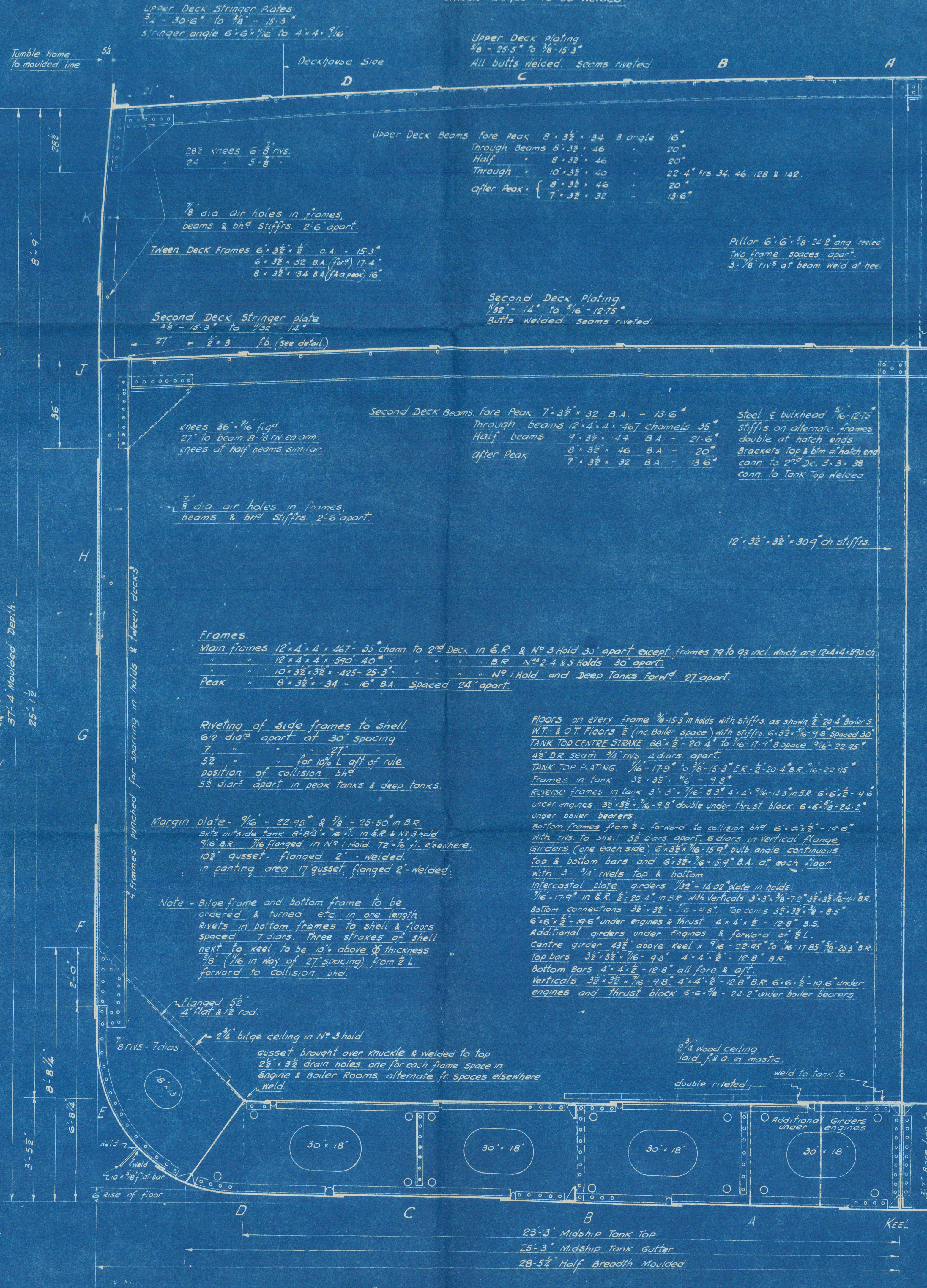
Detail of Bilge Brackets off of Frame 66.
8' Forw'd of Frame 103 (Except No 1 Hold)



Arrangement of Bilge Bunks in No 1 Hold.



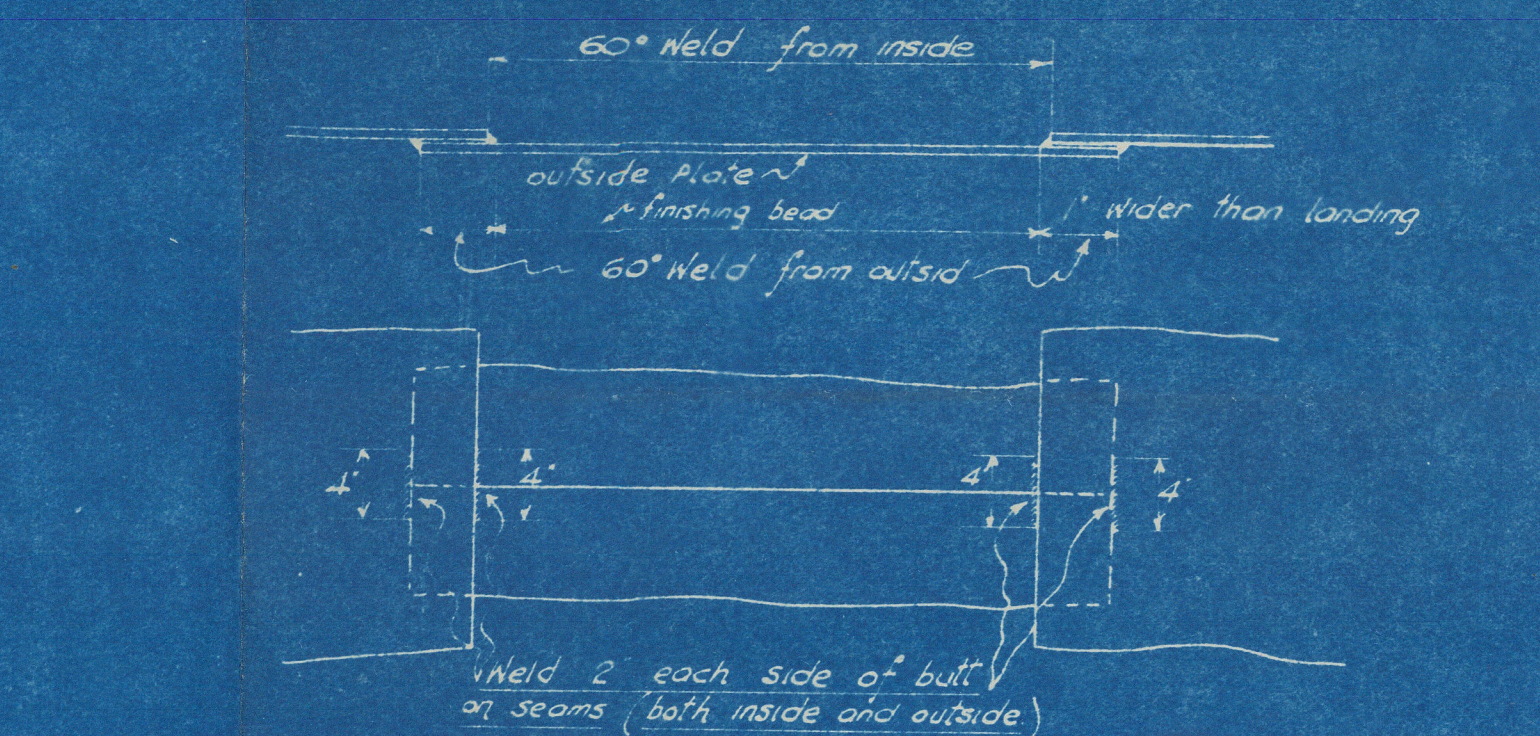
Detail of Drain Holes.
Scale 3" = 1'00'.



Equipment.

2 Stockless Chains	270 fathoms	8400 lbs
1 5/16 cable chains	270 fathoms	2 1/2 H.T. Steel.
1 Stream anchor (Stockless)	23 1/2 cwt	
1 Stream Wire	20 fathoms	5 1/2 cwt
1 Towline	120	4 1/2 cwt
2 Hawseers	90	2 1/2 cwt
2 Warps	90	2 1/2 cwt

Tank Top 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.
Flat Keel Short tunnel plating to be fitted welded to tank top similar to ship. No foundation bars to be fitted.
C.V. Keel Plating to have same procedure as tank top. No butts from inside held in way of C.V. bars & seams only. Do not complete weld until C.V. and garboard strakes are bolted up.
Tank Margin Plate The centre vertical keel will come riveted complete except in way of butts of plating. Short bars approx 18" x 30" long to be introduced here and fitted after C.V. is in place.
Bottom Shell Plating Flanged on top and lap riveted to tank top plating. Bottom edge to be butted on shell plate & fitted welded as sketch. The ordinary floors as well as 0.7 & W.T. floors will be riveted to this plate inside and bulge brackets welded on outside. No angle connection will be fitted on either side of the tank margin plate. All butts of tank margin plates welded from outside with finishing seam inside. All butts of bottom shell to be bevelled & welded from the inside. This is done to obtain down hand welding to the fullest extent. Butts of inside strakes will be bevelled out full width. The butts of outside strakes to be bevelled inside and welded between the landing corners of inside strakes. Any this weld will be completed by welding outside on the ship & welding both seams. These to be bevelled out 1" wider than landing.



Side shell at ends inside strakes to be bevelled out and welded from the inside. Outside strakes to be bevelled out and welded from the outside.
T.A. Strake This is a clinker strake. The butts to be bevelled 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 bevelled 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.
W.T. Bids to be all riveted except in way of tank top & tank margin. No foundation angles to be fitted to tank top or margin. Bulheads, plating & stiffener brackets bevelled from tank top & tank margin and fitted welded. Any shell bars to be carried down bilge & stopped 1/2" short of margin plate.
Bilge Bids & 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. To be of all welded construction.
W.T. or 200 to be welded correct to shell & tank top in double bottom without angles.
Trough weld varies with thickness of plate.

Strap and Web
Shank in No 1 Hold as per U.S.A. rule 11-55
forwardly

STATIONER & SHIPBUILDERS
NORTH VAN. SHIP REPAIRS LTD.
NORTH VANCOUVER, B.C.
DUNDURN PARK.
MIDSHIP SECTION
DRAWN BY J.C.B.
APPROVED BY J.C.B.
DATE JAN 5-55
SCALE 3" = 1'00'
DWG. NO. 2.