

TABLE OF
MAIN SUBDIVISION

FRAMES	COMPARTMENT	LENGTH	LONGITUDINAL DIVISION
1-12	HT PEAK TANK	24'-0"	
12-18	HTER COFFERHAM	15'-0"	
18-27	NO. 7 TANK	22'-6"	OT 4 BULKHEAD
27-40	NO. 6 TANK	32'-6"	OT 6 BULKHEAD
40-58	NO. 5 TANK	45'-0"	2 OT BHPD 10'-0" OFF E
58-66	PUMP ROOM COFFERHAM	20'-0"	WT 4 BULKHEAD
66-96	MACHINERY SPACE	50'-0"	
96-101	PWP PUMP ROOM	12'-6"	
101-106	NO. 4 TANK	31'-6"	2 OT BHPD 10'-0" OFF E
106-121	NO. 3 TANK (APT)	37'-6"	2 OT BHPD 10'-0" OFF E
121-135	NO. 2 TANK (TANK)	35'-0"	2 OT BHPD 10'-0" OFF E
135-149	NO. 1 TANK	29'-0"	OT 6 BULKHEAD
149-173	FOREPEAK TANK	22'-0"	

PRINCIPAL DIMENSIONS

LENGTH B.P. 416'-0"
BREADTH MLD 56'-10 1/2"
DEPTH MLD 37'-4"
DRAFT MLD 26'-10 1/4"
CORRESPONDING DEADWEIGHT 10,000 TONS
FIRST NUMERAL (L x D) 15,500
SECOND NUMERAL L x (B x D) 39,200

FRAME SPACING

PERMITS 11'-18" - 24"
PERMITS 12'-18" - 30"
PERMITS 135'-160' - 27"
PERMITS 160'-174' - 24"

CASING

CASING PLATING 3/16" to 1/4"
CASING STIFFENERS 3" x 3" x 3/16" D&S
CASING TOP BEAMS 6" x 3 1/2" x 3/8" D&S

UPPER DECK PLATING

UPPER DECK STRINGER PLATE 1" to 3/8"
UPPER DECK PLATING OUTSIDE CASING 3/16" to 3/8"
UPPER DECK PLATING BETWEEN TEENES 3/16" to 3/8"
UPPER DECK TRUNK COVER DOUBLES 3/16"
WHOLE DECK 3/16" to 3/8" FOR 3/8" L ONLY

EXPANSION TRUNK # TWEEN
DECK BULKHEADS

EXPANSION TRUNK SIDES # ENDS
PLATING 3/8" OR 1/2"
STIFFENERS 4" x 3 1/2" x 1/4" D&S OR
EQUIVALENT SECTION @ 2'-6" CTS
W.T. TWEEN DECK TRANSVERSE BULKHEAD
PLATING 3/8" to 1/2"
STIFFENERS 4" x 3 1/2" x 3/8" D&S OR
EQUIVALENT SECTION @ 3'-0" (WH) CTS
NON-W.T. TWEEN DECK LONGITUDINAL BHD
PLATING 3/8"
STIFFENERS 4" x 3 1/2" x 1/4" D&S OR
EQUIVALENT SECTION @ 2'-0" CTS

UPPER DECK GIRDERS

3 GIRDERS TO BE LOCATED UNDER UPPER
DECK - 1 ON CENTRE LINE & 2 EACH
18'-0" OF E & W
GIRDERS ALL 12 1/2" x 3/8" # TO HAVE
4" x 3 1/2" x 1/2" FACE BAR NO SHOWN
3 1/2" x 3/8" GIRDER WITH 6" x 3 1/2" x 1/2"
FACE BAR TO BE ATTACHED TO EXPANSION
TRUNK TOP BEAMS ON E

UPPER DECK BEAMS

FORE PEAK 8" x 3 1/2" x 3/8" D&S
TWEEN BEAMS 8" x 3 1/2" x 1/4" D&S
HALF BEAMS 8" x 3 1/2" x 1/4" D&S
AFTER PEAK 8" x 3 1/2" x 1/4" D&S
7 1/2" x 3 1/2" x 3/8" D&S

SECOND DECK PLATING

SECOND DECK STRINGER PLATE 3/8" to 1/2"
SECOND DECK PLATING 3/8" to 1/2"

SECOND DECK BEAMS

AFTER PEAK 8" x 3 1/2" x 1/4" D&S
FORE PEAK 7" x 3 1/2" x 1/4" D&S
MAIN END DECK BEAMS IN 5 SECTIONS
9" x 3 1/2" x 1/4" D&S

BRACKETTING ARRANGEMENT

SECOND DECK BEAM KNEES - 3 1/2" x 3 1/2" x 3/8" PL 2 1/2"
LONGITUDINAL BHD TO 2ND DECK - 20 1/2" x 3 1/2" x 3/8" PL 2 1/2"
(IN WAY OF BHPD STIFFENERS)
LONGITUDINAL BHD TO 2ND DECK - 30" x 3 1/2" x 3/8" PL 2 1/2"
(ON OPPOSITE SIDE TO STIFFENERS)
LONGITUDINAL BHD TO TANK TOP - 24" x 30" x 3/8" PL 2 1/2"
UPPER DECK BEAM KNEED - 24" x 24" x 3/8"
UPPER DECK BEAM TO EXPANSION TRUNK
LONGITUDINAL TWEEN DECK BHD STIFFENER TO 2ND DECK
9" x 12 1/2" x 3/8" NO FLANGE
EXPANSION TRUNK BEAM ENDS - 24" x 24" x 3/8" PL 2 1/2"
TRANSVERSE OT # W.T. BHD STIFFENER TOP & BOTTOM BRACKET
25 1/2" x 30" x 3/8" FLANGED 2 1/2"

BILGE BRACKET GUSSETS

3 1/2" x 3 1/2" x 3/8" RUNNER BAR TO BE RUN OVER FLANGES OF
BILGE BRACKETS - 12" OFF TANK MARGIN - WED PLATE TO BE
FITTED BETWEEN RUNNER & MARGIN PLATE ON EVERY 2ND FRAME
SPACE - RUNNER BAR 10" OFF MARGIN ON BRACKETS, FRAMES 137-161
AUXILIARY RUNNER OF 8" x 3 1/2" x 3/8" CHANNEL TO BE RUN
ALONG TOP OF BILGE BRACKETS WHERE DISTANCE FROM
GUSSET TO FRAME EXCEEDS 4'-0" - WARE ABOVE DISTANCE
BETWEEN 4'-0" x 4'-0" x 3 1/2" x 3/8" L RUNNER TO BE
FITTED

TWEEN DECK FRAMES

6" x 3 1/2" x 3/8" D&S MIDSHIPS # RT
6" x 3 1/2" x 3/8" D&S FOREWARD OF 7 1/2' LENGTH
8" x 3 1/2" x 3/8" D&S FORE # RT PEAK

SHELL PLATING

SHEER STRAKE

1 1/2" MIDSHIPS TO 7 1/2' AT ENDS

STRAKE BELOW SHEER STRAKE

3/8" MIDSHIPS TO 7 1/2' AT ENDS

SIDE SHELL

3/8" PLATING MIDSHIPS TO 7 1/2' AT ENDS - SIDE
SHELL INCREASED 25% ABOVE RULE THICKNESS
(6 TO 3/8") IN LIEU OF STIFFENERS IN WAY
OF PAINTING AREA 10% OF LENGTH AFT OF
COLLISION BULKHEAD

BOTTOM PLATING

3/8" PLATING - 3 STRAKES NEXT TO KEEL TO BE
10% ABOVE RULE THICKNESS FROM 1/2 L TWO

KEEL

32" x 3/4" FOR 3/8" L TO 7 1/2' AT ENDS

FRAMING

MAIN FRAMES

18" x 4" x 4" x 40" - 30" CHANNEL FRAMES IN
WAY OF E.R. # NO. 4 TANK

12" x 4" x 4" x 40" - 40" CHANNEL FRAMES IN E.R.
B.E. NO. 7 TANK, NO. 6 TANK, NO. 5 TANK,
PUMP ROOMS & NO. 3 TANK

10" x 3 1/2" x 3 1/2" x 40" - 25.5" CHANNEL FRAMES
IN NO. 1 & NO. 2 TANKS

8" x 3 1/2" x 3 1/2" x 40" FRAMES IN FORE # RT PEAK

FLOORS - FRAMES - REVERSE FRAMES

FLOORS ON EVERY FRAME 3/8" STIFFENERS AS SHOWN 1/4" R UNDER BOILERS

WT # OT FLOORS

1/2" PLATE WITH 6" x 3/8" PA STIFFENERS AT 5'-0" SPACING

REVERSE FRAMES IN TANKS

4" x 4" x 1/2" IN BOILER SPACE - 6" x 4" x 1/2" UNDER BOILERS BEAKERS
6" x 6" x 1/2" UNDER ENGINES - 3 1/2" x 3 1/2" x 1/4" ELSEWHERE

BOTTOM FRAMES

FROM 1/2 L FORWARD TO COLLISION BULKHEAD 6" x 6" x 1/2" ELSEWHERE 3 1/2" x 3 1/2" x 1/4" OR

CENTRE GIRDER AND SIDE GIRDERS

CENTRE GIRDER

45% DEEP - 3/8" IN BOILER SPACE 3/8" x 3/8" ELSEWHERE

TOP BEAMS

4" x 4" x 1/2" IN BOILER SPACE 3 1/2" x 3 1/2" x 1/4" ELSEWHERE

BOTTOM BEAMS

4" x 4" x 1/2" - 100" THROUGHOUT

VERTICALS

4" x 4 1/2" IN BOILER SPACE - 6" x 4" x 3/8" UNDER BOILER
BEAKERS, 6" x 6" x 1/2" UNDER ENGINES -
3 1/2" x 3 1/2" x 1/4" ELSEWHERE

GIRDERS

1 EACH SIDE 6" x 3 1/2" x 3/8" - 15.5" OR CONTINUOUS TOP # BOT
6" x 3 1/2" x 3/8" - 15.5" OR VERT AT EACH FLOOR

INTERCOSTAL GIRDERS

UNDER ENGINES # PWP OF 3/8" L IN PAINTING AREA

WELDED CONSTRUCTION

WELDING IS TO BE USED ON FOLLOWING ITEMS -

SHELL

ALL SHELL BUTTS - SHELL SEAMS IN WAY OF FORE PEAK, AFT PEAK
& FOREWARD DEEP TANKS - SHELL CONNECTIONS TO ALL OT # WT
BULKHEADS - SHELL CONNECTION TO 2ND DECK - SHELL CONNECTION
TO UPPER DECK AT FORE & AFT ENDS ONLY

DOUBLE BOTTOM

ALL WT # OT FLOORS & COFFERHAMS - FLOORS TO MARGIN

TANK TOP

LONGITUDINAL & TRANSVERSE WT # OT BULKHEADS TO TANK TOP
TANK TOP TO MARGIN - MARGIN TO SHELL - TUNNEL WELDED
THROUGHOUT

BULKHEADS

ALL OT # WT BULKHEADS THROUGHOUT INCLUDING TRANSVERSE
BULKHEADS, LONGITUDINAL BULKHEADS & EXPANSION TRUNKS

SECOND DECK

ALL BUTTS & SEAMS & CONNECTIONS TO BEAMS, BULKHEADS
EXPANSION TRUNKS

UPPER DECK

ALL BUTTS & CONNECTIONS TO EXPANSION TRUNKS & CASINGS -
CONNECTION TO SHELL FORE & AFT OF MIDDLE 3/8" LENGTH

ALL WELDING TO MEET SURVEYORS APPROVAL - WELDING KOPD
TO BE APPROVED BY CLASSIFICATION SOCIETY
ALL BUTTS & BEVELLED FILLET WELDS TO HAVE DEADING
WELD ON REVERSE SIDE
BEAMS, STIFFENERS, STRINGERS & WEBS TO BE INTERMITTENTLY
WELDED WITH SIZES & SPACING OF TACKS

RIVETED CONSTRUCTION

ITEM	SEAM	RIV. DIA.	PITCH
SEAMS IN SHELL PLATING	DOUBLE	3/8"	4 DIA
PERMITS TO SHELL IN CARGO TANKS ETC	---	3/8"	5 1/2 DIA
FRAMES TO SHELL MACHINERY SPACE	---	3/8"	6 1/2 DIA
FRAMES TO FLOORS - NORMAL	---	3/8"	7 DIA
FRAMES TO FLOORS - PAINTING AREA	---	3/8"	5 1/2 DIA
REVERSE FRAMES TO FLOORS - NORMAL	---	3/8"	7 DIA
REVERSE FRAMES TO FLOORS IN E.R.	---	3/8"	5 1/2 DIA
REVERSE FRAMES TO TANK TOP	---	3/8"	6 1/2 DIA
REVERSE FRAMES TO TANK TOP IN E.R.	---	1"	4 1/2 DIA
TANK TOP SEAMS	---	3/4"	4 DIA
UPPER DECK SEAMS	SINGLE	3/8"	4 1/2 DIA
CASING # LONG TWEEN DECK BHD BUTTS	SINGLE	3/8"	5 1/2 DIA
CASING # LONG TWEEN DECK BHD SEAMS	SINGLE	3/8"	6 DIA
CASING # LONG TWEEN DECK BHD TO STIFF	---	3/4"	7 DIA
TRANSVERSE TWEEN DECK BHD BUTTS	SINGLE	3/8"	5 1/2 DIA
TRANSVERSE TWEEN DECK BHD TO STIFF	---	3/8"	7 DIA

BRACKETTED CONNECTIONS

BRACKET	HT RIV	SIZE
BILGE BRACKET FRS 66 - 106	14	7/8"
BILGE BRACKET FRS 120 - 161	13	7/8"
BILGE BRACKET FRS 19 - 45 & 107 - 135	16	7/8"
2ND DECK BEAM KNEES	8	7/8"
UPPER DECK BEAM KNEES	6	7/8"
CENTRE LINE BHD BOTTOM BKT	7	7/8"
CENTRE LINE BHD TOP BRACKET	7	7/8"
EXPANSION TRUNK TOP BRACKET	6	7/8"
STRINGER BKTS TO STREETS	8	7/8"
TRANSVERSE OT BULKHEAD BRACKET	8	7/8"

EQUIPMENT

- 2 - STOCKLESS ANCHOR 8900 LBS EACH
- 1 - STREAM ANCHOR (STOCKLESS) 25 1/2 CWT
- 1 - 2 1/2" HT. STAY CABLE CHAIN 255 FATHOMS
- 1 - STEERIN WHEEL 90 FATHOMS 3" x 4" x 12 F.S.W
- 1 - TOWLINE 120 FATHOMS 1 3/4" x 4" x 24 SP F.S.W
- 2 - HAWSEYS 90 FATHOMS 2 3/4" x 4" x 12 F.S.W
- 2 - WARPES 90 FATHOMS 2 1/4" x 4" x 12 F.S.W

NOTE

SEE LETTER W.M.S.L. DATED 7/7/43 ON VICTORY
FREIGHTERS' RULES REQUIRE 250 FATHOMS OF
2" HT. STAY LINK CHAIN CABLES IF 2 1/2" IS
SUPPLIED 255 FMS WOULD BE ACCEPTABLE DURING
THE EMERGENCY, TO BE INCREASED LATER TO 270 FMS
IF, ON ACCOUNT CHAIN CABLE SHORTAGE, LESS THAN
255 FMS ARE SUPPLIED NOW CLASS WOULD BE
SUBJECT TO DEFICIENCY BEING MADE GOOD AT
FIRST OPPORTUNITY

ARLINGTON BEACH PARK

TABLE NO.

135

APPROVED BY LLOYDS REGISTER OF
SHIPPING .. NEW YORK, AUG. 12, 1943.

REVISIONS

WEST COAST SHIPBUILDERS LTD.

VICTORY TANKER - MIDSHIP SECTION

DESIGNED	DRAWN	TRACED	CHECKED
J. C. Jones	J. C. Jones	M. Carter	
APPROVED	REVISED	DATE	SCALE
Aug 12/43		JUNE 3, 1943	1/2" = 1 FT

HULL NO. 133 - 137 DWG. NO. VT - 1

QUINT. DIMENSIONS