PRINCIPAL DIMENSIONS.

LENGTH B.P.	416'-0"
BREADTH EXTR.	57'-1"
BREADTH MLD.	56'-10½"
DEPTH MLD. UPPER DK.	37'-4"
DEPTH MLD. SECOND DK.	28'-7"
DEPTHS TO LENGTH UPPER DECK	
CLASS +100A1 WITH FREEBOARD	
DRAFT MLD.	26'-10"

Upper Deck Stringer Angle
Frs. 23 - 40 4" x 4" x 9/16
Frs. 40 -128 6" x 6" x 11/16
Frs. 128 - 147 4" x 4" x 9/16
Stringer Pl. 7" E.W. To Sheer Strake At Ends.

Butt Welds In All Classes To Have A Finishing Bead.
First Two Beads In Butt Welds To Be Well Peened.

Plates To Be Veed 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.

Upper Deck Stringer Plates 3/8 - 30.6" To 3/8 - 15.30"

Upper Deck Plating 5/16 - 28.5" To 3/8 - 16.30" All Butts Welded. Seams Riveted.

Material: Deck Plates Or Upper Plating: Joggled

Tumble Home To Moulded Line.

Deckhouse Side.

14" Garder

Runner 6" x 3½" x ½" Angle B.M. Loss 6" x 6"

Sheer Strake 11/16 28.05" Plating (With Tween Deck Frames On Every Frame) To 11/16 - 17.85" Plating At Ends.

Upper Deck Beams (See Upper Deck Plan) Drg. No 7012.A.

Fore Peak	8" x 3½" x 34 B. Angle 16"	
Through Beams	8" x 3½" x 46 "	20"
Half	8" x 3½" x 46 "	20"
Through Beams	10" x 3½" x 40 "	22.4" Frs. 34.46 128 & 142
After Peak	8" x 3½" x 46 "	20"
	7" x 3½" x 32 "	13.6"

28½ Knees 6 - 7/8 Rivs.
24" " 5 - 7/8 "

Pillars 6" x 6" x 7/8 - 24.2" Angles (Reeled) Two Frame Spaces Apart. 3 - 7/8 Rivs. At Beam Weld At Heel.

7/8 Dia Air Holes In Fams. Bms. And Bhd. Stiffeners 2'-6 Apart.

Tween Deck Frames (See Framing Plan) Drg. No

6" x 3½" x 5 D.A.	15.3"
6" x 3½" x 5# B.A. (Fro)	17.4"
8" x 3½" x 34 B.A. F.& H. Peak	16"

Optional. Deck Plates Or Beams Welded Or Flanged Edges.

Second Deck Stringer Plate 3/8 - 15.30" To 1/2 - 14"

Second Deck Plating 11/16 - 14" To 5/8 - 12.75" Welded Butts Welded Seams Riveted

Weld To Deck.

Welded To Deck.

6" Girder.

27" ½ - 3" x 11" F.B. See Detail.

Second Deck Beams (See Second Deck Plan) Drg. No 7014.A.

Fore Peak	7" x 3½" x 32 B. Angles	13.6"
Through Beams	15" x 4" x 4" x 46# Channels	36"
Half	8" x 3½" x 44 B. Angles	21.6"
After Peak	8" x 3½" x 46 B. "	20"
	7" x 3½" x 32 B. "	13.6"

Steel C.L. Bulkhead 5/16 - 12.75" Stiffeners Two Frame Spaces Apart Double At Hatch Ends. Brackets At Top & Bott At Hatch Ends Conn. To 2nd. Deck 3" x 3" x 7/16

Conn. To Tank Top Welded.

Knees 36" x 7/16 Flgd. (27 To Bm) 8 - 7/8 Riv. Each Arm. Knees At Half Bms. Similar.

12" x 3½" x 30.9" Chan. Stiffeners.

7/8 Dia Air Holes In Frame Bms. And Bhd. Stiffeners 2'-6 Apart.

Frames (See Framing Plan) Drg. No 7003.A.

Main Frames 12" x 4" x 4" x 46.7 - 36" Channels To 2nd Dk. In E.R. & No 3 Hold 30 Apart Except Frs. 79 To 93 Incl. Which Are 12" x 4" x 4" x 54.4 Chs.
" " 12" x 8" x 8" x 100 - 40" " " " " B.R. No 2 4 & 5 Holds. 30 Apart.
" " 10" x 3½" x 35" x 42.5 - 25.3" " " " No 1 Hold & Deep Tanks F.& A. 27" Apart.
Peak 8" x 3½" x 34 - 16" B. Angles. Spaced 24" Apart.

See Marginal Note

Floors On Every Frame 5/16 - 16.5" In Holds With Stiffs As Shown 4" x 3½" x 20.4 # Bolters.
W.T. & O.T. Floors ½ Thk. Boiler & With Stiffs 5" x 3½" x 5/16 - 21.8 Spaced 30
Tank Top Centre Strake 85" x 1/2 - 220.4 # To 1/2 - 17.5" Boiler Pr. 28.6" 28.82"
2" R. Or Seam 7/8 Rivs. 4 Dias. Apart.
Tank Top Plating 5/16 - 17.5" To 3/8 - 15.3" F.R. 9/16 - 20.4" B.R. 5/8 - 22.35"
Frames In Tank 3" x 3½" x 5/16 - 9.8
Reverse Frames In Tank 7" x 3½" x 7/16 - 13.3" & 4" x 4" x 5/16 - 14.5" W.B.R. 6" x 6" x 5/8 - 18.6" Under Engines 2½" x 2½" x 5/16 - 9.8" Double Under Thrust Blocks. 6" x 6" x 5/8 - 24.2" Under Boiler Bearers.
Bottom Frames From ½ L Forward To Collision Bhd 5" x 6" x 7/16 - 18.6" With Rivs. To Shell 5" Dias. Apart. 6 Dias. In Vertical Flange.
Girders (One Each Side) 6" x 3½" x 7/16 - 15.8" B. Angles Continuous Top & Bottom Bars And 5" x 3½" x 5/16 - 13.3" B. Angle At Each Floor With 3 - 7/8 Rivs. Top & Bottom.
Intercostal Plate Girders (See Plan Of Tank Top) 11/32 - 14.16" Plate In Holds 11/16 - 17.85" In E.R. 5/8 - 20.4" In B.R. With Verticals 3" x 3" x 5/16 - 7.4" x 3½" x 5/16 - 11.1" B.R. Bottom Connections 3½" x 3½" x 5/16 - 10.8" Top Connections 3½" x 3½" x 5/16 - 10.8" 5'-0" x 1" - 10.7" Under Engines & Thrust 2" x 2" x 1/4 - 10.8" Additional Girders Under Engines & Forward Of ½ L.
Centre Girder 43½" Above Keel 5/16 - 22.85" To 11/16 - 17.85" 5/8 - 25.50" B.R. Top Bars 3½" x 3½" x 5/16 - 9.8" 4" x 4" x 5/16 - 12.8" B.R. Bottom Bars 4" x 4" x 5/16 - 12.8" All Fore & Aft. Verticals 3½" x 3½" x 5/16 - 9.8" 4" x 4" x 5/16 - 12.8" Tbr. 6" x 6" x 5/8 - 18.6" Under Engines & Thrust Block 6" x 6" x 5/8 - 24.2" Under Boiler Bearers.

Note:- Bilge Frame & Bottom Frame To Be Ordered And Turned Etc. In One Length.
Rivs. In Bottom Frames To Shell & Floors Spaced 7 Dias. Three Strakes Of Shell Next To Keel To Be 10" Above ℄ Thickness = 5/8 (11/16 In Way Of 27 Spacing) From ½ L Forward To Collision Bhd.

Flanged 5/8 = 4" Flat & 1½ Rad.

2¾ Bilge Ceiling In No 3 Hold.

7/8 Rivs. 7 Dias.

Gusset Brought Over Knuckle & Welded To Top.

2½ x 3½ Drain Holes One For Each Frame Space In Engine & Boiler Rooms. Every Other Frame Elsewhere. See Tank Top Drg. 7003A.

2½ Wood Ceiling Laid F.B.A. In Mastic.

Weld To Tank Top Double Riveted.

Additional Girders Under Engines

30" x 18"

Bilge Keelson Size Of Tank Top Pl. 2.

Rise Of Floor.

Flanged 3½

2½ Bilge Ceiling

Weld

14 - 7/8 Rivets

18" x 13"

10" x 7/8 F.B.

2" Throat

Frames Doubled For Spacing In Holds And Tween Decks.

Side Shell 5/16 - 28.6" Plate With 30" Spacing To 11/16 - 17.85" At Ends. Side Shell = 5/16 In Way Of Panting In Lieu Of Stringers For A Distance Aft Of Rule Position Of Collision Bulkhead Equal To 10% Of L Of Vessel.

Sheer Strake 5/8 - 25.5" Plate To 11/16 - 17.85" At Ends.

½ x 7½ Flat Bar Cut One End Rounded To Form Doubler Under Toe Of Frame.

Optional. Note:- Shell Plating Where Worked Abreast Of Engine & Boiler Rooms To Be Joggled. Frames To Be Flanged. No Liners.

Frames Numbered Forward From Bilge Side Of Deck.

Plan.

Detail Of Drain Hole.

Detail Of Tank Gussets.

Detail Of Bilge Brackets. Aft Of Frame 66 & Forward Of Frame 106 (Except No 1 Hold.)

2¾ Bilge Ceiling For Hulls 192 & Up Only

10" x 3½" x 3½" x 42.5 [Frames @ 25.3 Lbs.

Standing Flange Cut Off.

7/8 Rivets

Weld 30 Throat

Base Line.

Arr'gt Of Bilge Bkts. In No 1 Hold.

Bilge Frame

Weld

Weld 2" Throat 30 F.R.D.

Closing Bead.

Frame In Tank.

Detail Of Drain Holes. Scale:- 3" = 1'-0"

EQUIPMENT. 270

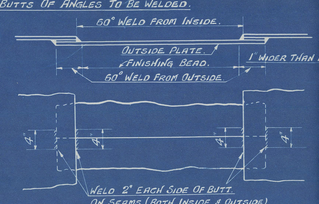
2	Stockless Anchors	8400 Lbs Each	
1	Stud Cable Chain	Fathoms	2⅛ H.T. Steel
1	Stream Anchor (Stockless)	23-3/4 Cwts.	
1	Stream Wire	90 Fathoms	5" - 6 x 12 F.S.W.
1	Towline	120 "	4¼ - 6 x 24 Special F.S.W.
2	Hawsers	90 "	2½ - 6 x 12 F.S.W.
2	Warps	90 "	2½ - 6 x 12 - - -

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. & Garboard Strakes Are Bolted Up.

C.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 C.V.K. Is In Place. Butts Of Angles To Be Welded.

Bottom Shell Plating



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 Veeing Outside On The Ship And Welding Both Seams. These To Veed Out 1" Wider Than Landing.

Side Shell And Ends. Clear Of Butt. Shell. Inside Strakes To Be Veed Out And Welded From The Inside. Outside Strakes To Be Veed Out And Welded From The Outside.

1 A. Strake. 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.

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. 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.

Tank Margin Plate. 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. & 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.

W.T. Bhds. 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 Stiffeners Brackets Butted Hard On Tank Top And Tank Margin And Fillet Welded. Bulkhead Shell Bars To Be Carried Down Bilge And Stopped ½ Short Of Margin Plate.

Bilge Brk'ts. And Gusset 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.

O.T. Bhds. To Be Of All Welded Construction.

W.T. & O.T. Floors In Double Bottom. To Be Welded Direct To Shell & Tank Top Without Angles. See Sketch.

Note

S.S. Foat St Croix" in the yard Burrard (Vancouver) Dry Dock to 1st (South Yard) Victory type cargo ship to have the bow forward deep tanks omitted.

Stringer and web frame Lloyd's Book Sheet No. 1 Hold (in place of deep tanks top plating, etc.) as shown on the enclosed copy (blue print) of Burrard Drg. No 7013A forwarded with our 10 Entry Hull Appl. No 1006 - 5.5 Boaton Type"

To accompany Vancouver 10K 10 Entry Hull Appl. No 1006 S.S. "Fort St. Croix" Burrard Dry Dock Co Ltd South Yard No 193 S/S FT. ST. CROIX Victory Hull No. 193.

DRAWING SENT TO YARD

A. SUMMERFIELD			
J. MITCHELL			
FITTING OUT DEPT.	23/10/43	1	8/11/43
MASTER	23/10/43	1	8/11/43
W. DRUMMOND	3	28/10/43	
T. BURGESS			
J. CAMPBELL			
R. REID			
J. DUNCAN			
R. LOCKIE			
T. CALDER			
R. SIMPSON			
P. GILLESPIE			
J. PROCTOR			
A. HOWE			
H. FARQUHAR			
F. TEMPLETON			
R. DAVIDSON			
SUNDRIES			
GEN. MANG.	1	23/10/43	1 8/11/43
FLAT. SHOP	1	23/10/43	

DRAWINGS ISSUED TO GROUP

MACH.	1	23/10/43	
W.H.C.Y.	1	23/10/43	
	4	30/10/43	
	2	8/11/43	
N.V.S.R.	V	23/10/43	
	1	8/11/43	
Sound Video	4	23/10/43	
	1	8/11/43	
N.C.E.	3	23/10/43	
	1	8/11/43	
	2	8/11/43	
V.M.D.	5	23/10/43	
	1	8/11/43	
PROD.	5	23/10/43	
	1	8/11/43	
United Labs	V	23/10/43	
	1	8/11/43	
Mine Elec.	1/2	5/11/43	

REVISIONS TO DRAWING

W.T.	Dec. 30/43 Floors Shaded Below 2nd Dk. Omit In Equivalent.
J.A.R.	June 4/43 Pads Under Tween Dk Pcs. Moved Outboard.
J.W.	July 21/43 Bilge Bracket Drain Holes Cut Square At Request Of W.M.S.
J.E.S.	Aug. 17/43 Wood Ceiling & Lightening Hole To No 1 Hold Bilge Brackets - Hulls 192 & Up Only
K.R.	Sept. 27/43 Class Of Rivets & Quantity Of Stud. Cable Chain Altered To Depart Mld. Added

BURRARD DRY DOCK CO. LTD.
NORTH VANCOUVER, B.C.
HULL DEPARTMENT

10000 Ton Victory Ships.
Midship Section.

DRAWN W.T. TRACED C.K. CHECKED
SCALE ½" = 1'-0"
DATE 5-5-43. DWG. NO. 7013A.

APPROVED BY LLOYDS REGISTER OF SHIPPING - NEW YORK - JULY 1ST 1943

APPROVED BY AMERICAN BUREAU OF SHIPPING OCT. 7TH. 1942.