

Length B.P.	416'-0"
Breadth Extreme	57'-1"
Breadth Moulded	56'-10 1/2"
Depth Mid. Upper Deck.	37'-4"
Depth Mid. 2nd Deck.	28'-7"
Depths to length - Upper Deck.	11'-14"
Class	100 A1 WITH FREEBOARD.
Draft Mid.	26'-10"

[illegible]

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.
Short - turning plating to be fitted welded to tank top
similar to short. No foundation bars to be fitted.
Plating to have same appearance as tank top.
Flat keel Butt welds from inside (both way of cut deck seams only)
do not complete weld until CRK and garboard strokes
are bolted up.

C/V keel. The centre vertical keel will come riveted complete except in
way of butts or plating. Short bars across it also long to be
overlapped there and after CRK is in place.
Butts of angles to be welded.

Margin Plate Flanged on top and top riveted to tank top plating. Bottom
edge to be butted on shell plate & filled welded as switch.
The ordinary C/V keel as C/V will not be
welded to this plate inside and large 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 bead inside.
all butts of bottom plates welded from inside.
the inside this is done to obtain down hand welding to the fullest extent.
butts of inside strokes will be recut out full width. The butts of
outside strokes to be weed inside and welded between the
rounding edges of inside strokes. Only this method will be
completed by recutting outside on the ship's welding work seems.
These to be recut about 1" wider than landing.

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

J.A. Strake. This is a clinker strake. The butts to be veed out and welded from the inside and water edge which is inside is to be finished in the same manner as the outside plates that is veed 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.

NT Bldgs To be all riveted except in way of tank top & tank margin. No foundation angle to be fitted to tank top or margin. Bulkheads plating & stiffener brackets bolted hard on tank top & tank margin and fillet welded. And shell bars to be carried down bilge & stoped in short of margin plate.

Riveted to frame and bilge angle and welded to tank margin. Gussel plate to be of all welded construction.

OT Bldgs To be of all welded construction.

NT & OT floors To be welded direct to shell & tank top in double bottom without angles.

1. accompany Vancouver B.C.
1st Entry Bull Report N-6041

Skinner and Webb frames in
No 1 Hold as on Builders'
Hull No. 133. S. S. Dundee Park
See Dec. 1st Entry Hull Report
No. 6045 and blue print attached
thereto.

NORTH VAN. SHIP REPAIRS LTD.
NORTH VANCOUVER, B.C.
"S.S. KITSILANO PARK"
MIDSHIP SECTION
Hull No. 185.
DRAWN BY H.C.M.
APPROVED BY
DATE JAN 15 '43
SCALE
1" = 1 FOOT
DWG. NO. 2

Lloyd's Register
Foundation