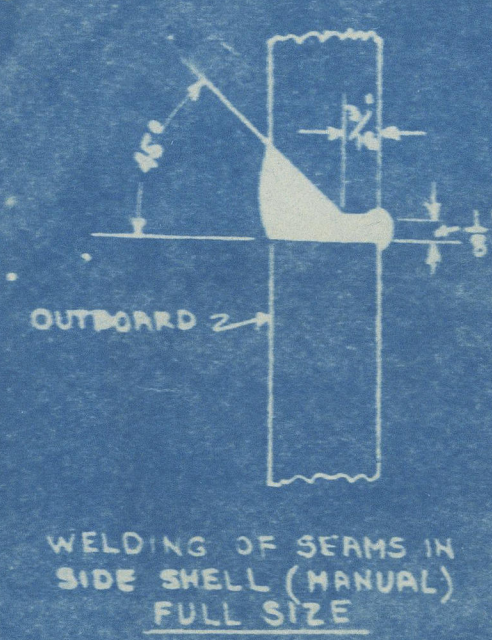
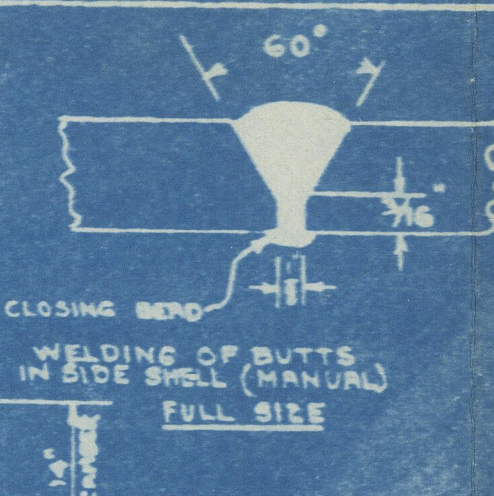


GROSS AREA 28 1/2' X 33 1/2' = 6.63 SQ. FT.
NET AREA 27 1/2' X 32' = 6.12 SQ. FT.

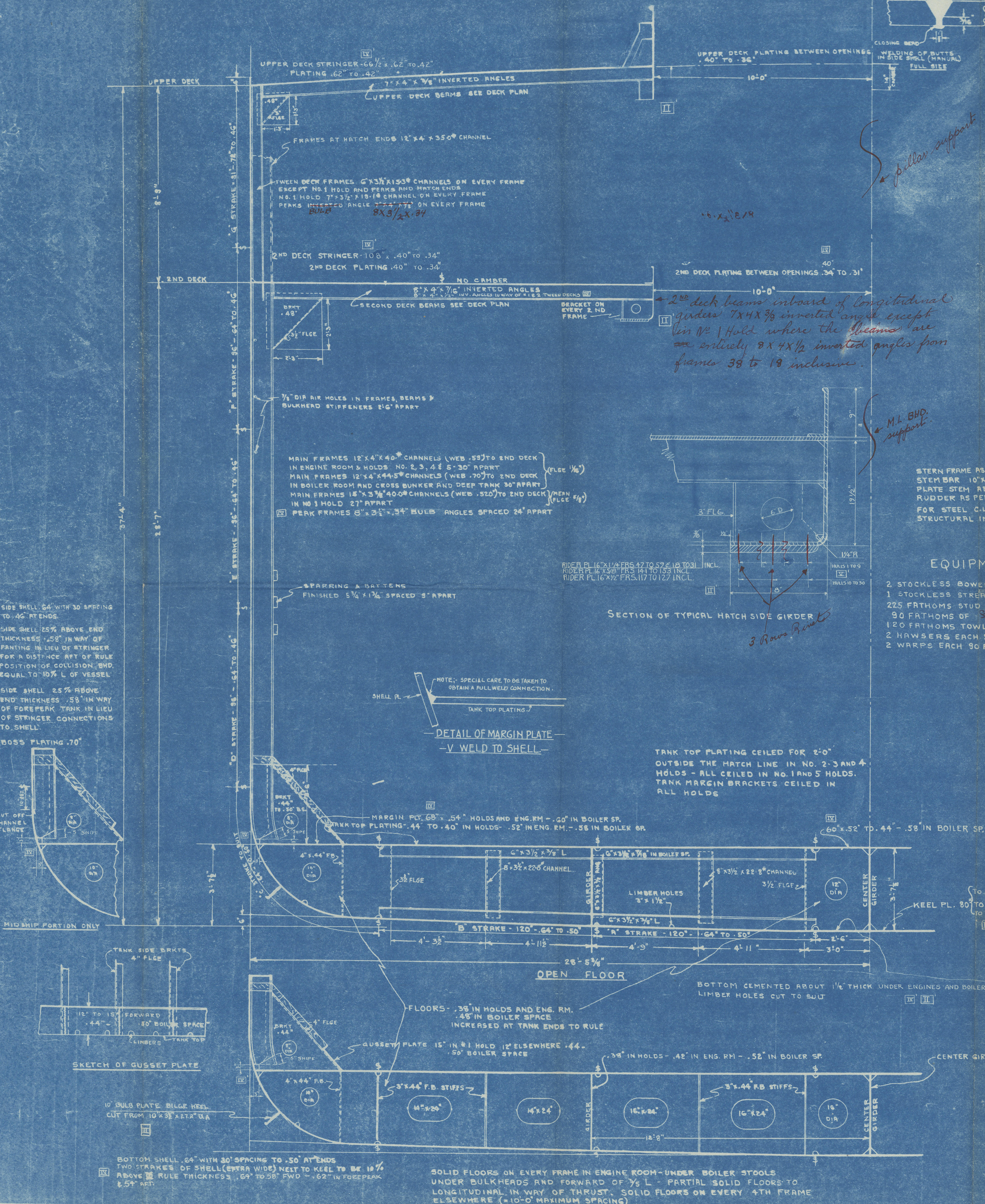
WELDING NOTES

INNER BOTTOM BUTTS V WELDS.
MARGIN PLATE TO SHELL SEE DETAIL.
CENTER GIRDER 3/8" CONTINUOUS TOP AND BOTTOM
SIDE GIRDER 5/16" CONTINUOUS TOP AND BOTTOM
SIDE GIRDER 7/8" CONTINUOUS TOP AND BOTTOM
IN ENGINE ROOM.
FLOORS 5/16" CONTINUOUS BOTH SIDES



pillar support

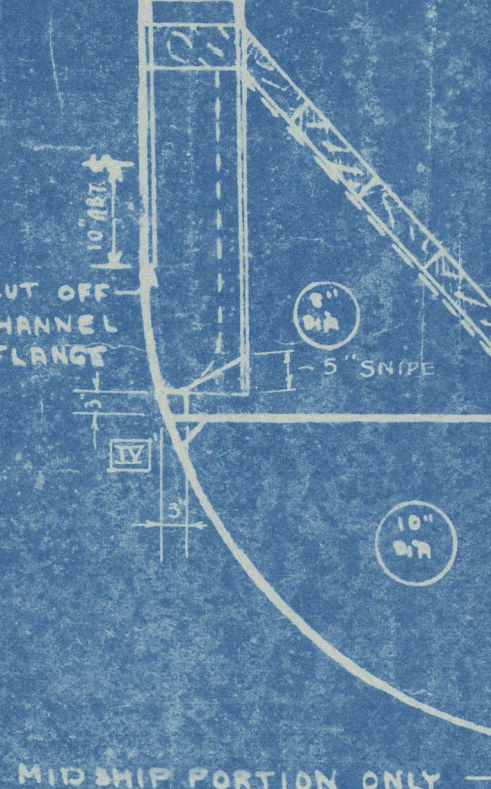
M.L. BHD. support



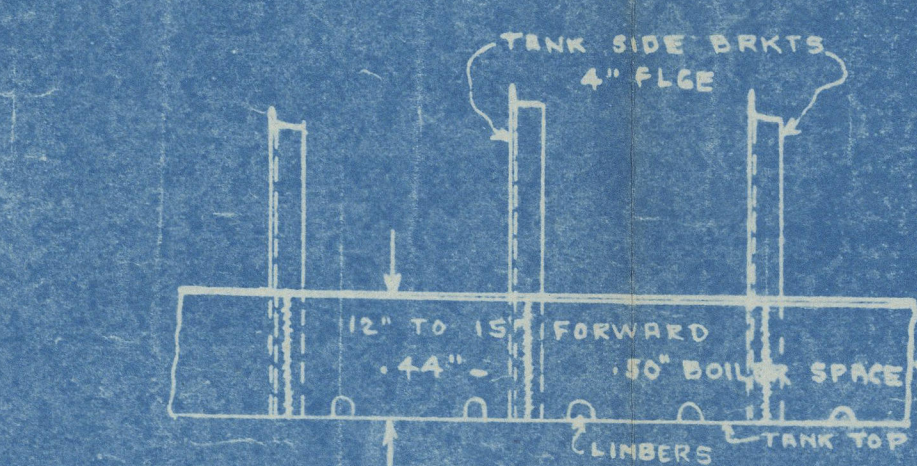
SIDE SHELL .64" WITH 30" SPACING TO .46" AT ENDS.
SIDE SHELL .58" ABOVE END THICKNESS .58" IN WAY OF PARTING IN LIEU OF STRINGER FOR A DISTANCE APT OF RULE POSITION OF COLLISION BND. EQUAL TO 10% L OF VESSEL

SIDE SHELL .25" ABOVE END THICKNESS .58" IN WAY OF FOREPEAK TANK IN LIEU OF STRINGER CONNECTIONS TO SHELL.

BOSS PLATING .70"



MIDSHIP PORTION ONLY



SKETCH OF GUSSET PLATE

10" BULB PLATE. BILGE KEEL CUT FROM 10" X 3/8" A.B.T.A. U.A.

BOTTOM SHELL .64" WITH 30" SPACING TO .50" AT ENDS
TWO STAKES OF SHELL (ENTRA WIDE) NEXT TO KEEL TO BE 10" ABOVE RULE THICKNESS .64" TO .58" FWD - .62" IN FOREPEAK & 5" AFT

SOLID FLOORS ON EVERY FRAME IN ENGINE ROOM - UNDER BOILER STOODS
UNDER BULKHEADS AND FORWARD OF 3/8" L - PARTIAL SOLID FLOORS TO LONGITUDINAL IN WAY OF THRUST. SOLID FLOORS ON EVERY 4TH FRAME ELSEWHERE (10'-0" MAXIMUM SPACING)

STEM FRAME AS PER DETAIL PLAN
STEM BAR 10" X 2 1/2" TO L.W.L.
PLATE STEM ABOVE L.W.L.
RUDDER AS PER DETAIL PLAN
FOR STEEL C.L. BULKHEADS SEE STRUCTURAL INBOARD PROFILE

EQUIPMENT a†

- 2 STOCKLESS BOWER ANCHORS EACH 700 LBS
- 1 STOCKLESS STREAM ANCHOR 2600 LBS
- 225 FATHOMS STUD CHAIN CABLE 2 5/16" DIA
- 90 FATHOMS OF STAINLESS WIRE 5/8" SWR
- 120 FATHOMS TOWLINE 5/8" SWR
- 2 HAWSERS EACH 90 FATHOMS 2 3/4" SWR
- 2 WARPS EACH 90 FATHOMS 2 1/2" SWR

PRINCIPAL DIMENSIONS.

LENGTH B.P.	37'-4"
BREADTH MOULDED	56'-10"
DEPTH MOULDED TO UPPER DECK	37'-4"
DEPTH - MOULDED TO 2ND DECK	28'
DEPTH TO LENGTH	11.14

CLASS

LLOYDS REGISTER OF SHIPPING + 100A1
"WITH FREEBOARD"
SCANTLING SUITABLE FOR A MOULDED DRAUGHT OF 26'-10", WHICH IS 18 INCHES IN EXCESS OF THAT FOR A C.S.B. VESSEL

MARK	ITEM	ALTERATION	BY	CONTRACTOR	APPROVAL
A	WELDING NOTES	INNER BOTTOM BUTTS V WELDS - MARGIN PLATE TO SHELL SEE DETAIL SKETCH	H.B.		
B	MAIN FRAMES ADDED FOR HOLD #4 TO AGREE WITH DR. 11261-511-512	INNER BOTTOM BRACKET TO SHELL ENLARGED 6" d STRENGTH RELOCATED. DETAIL OF MARGIN PLATE WELD ADDED. WELDING NOTE CORRECTED.	H.B.		
I	IN CLASS NOTE, WORKING THEREON CHANGED TO 'HOLDING DRAUGHT' IN ACCORD WITH LLOYDS REGISTER OF SHIPPING LETTER OF 1937-23		H.B.		
II	HATCH COIRINGS & HATCH SIDE GIRDERS ON BOTH DECKS CHANGED - SECT OF 2ND DECK HATCH SIDE GIRDER CORRECTED TO SUIT STRUCTURAL PLANS - LOCATION OF PART OF BOTTLE TO BE MENTIONED NOTED		H.B.		
III	EQUIPMENT 20 FATHOMS STUD CHAIN CABLE CHANGED TO 225 FATHOMS - STREAM CHAINS TOWLINE CHANGED TO 3/8" SWR - HAWSERS 5/8" SWR - DELETED - ALL OF THE ABOVE TO AGREE WITH LLOYDS REGISTER OF SHIPPING		H.B.		
IV	1 BULK KEEL REVISION TO SUIT SHELL EXPANSION PLAN		H.B.		
V	1 CORRECTION TO DATA 4 11' 42"		H.B.		

TODD-BATH IRON SHIPBUILDING CORPORATION
TODD-CALIFORNIA SHIPBUILDING CORPORATION.

DESIGN AND ENGINEERING BY
GIBBS & COX, INC.
NEW YORK

S.S. "OCEAN CRUSADER"
MIDSHIP SECTION
As Built. N.Y. 4-11-37

SCALE 1/2", 1 1/2", 12" = 1 FOOT	DATE NOVEMBER 25, 1940
DRAWN BY D.M. 311-MCK	APPROVED <i>[Signature]</i>
TRACED BY J.L. HICKS	APPROVED <i>[Signature]</i>
CHECKED BY <i>[Signature]</i>	APPROVED <i>[Signature]</i>
DR. 11261-511-11-2	VAULT # 5192

J.S.O.
Lloyd's Register of Shipping
1920
1924-19023