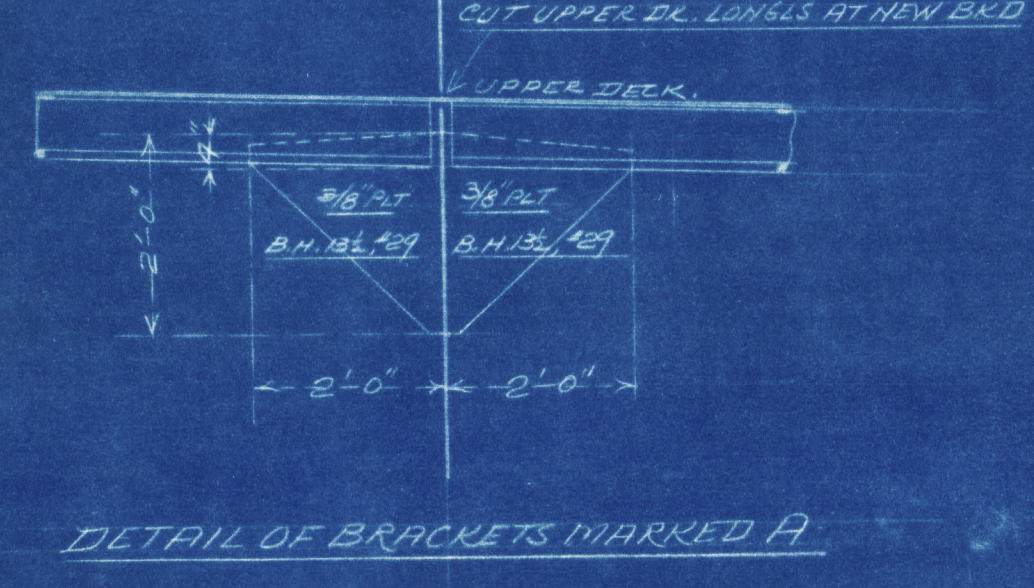
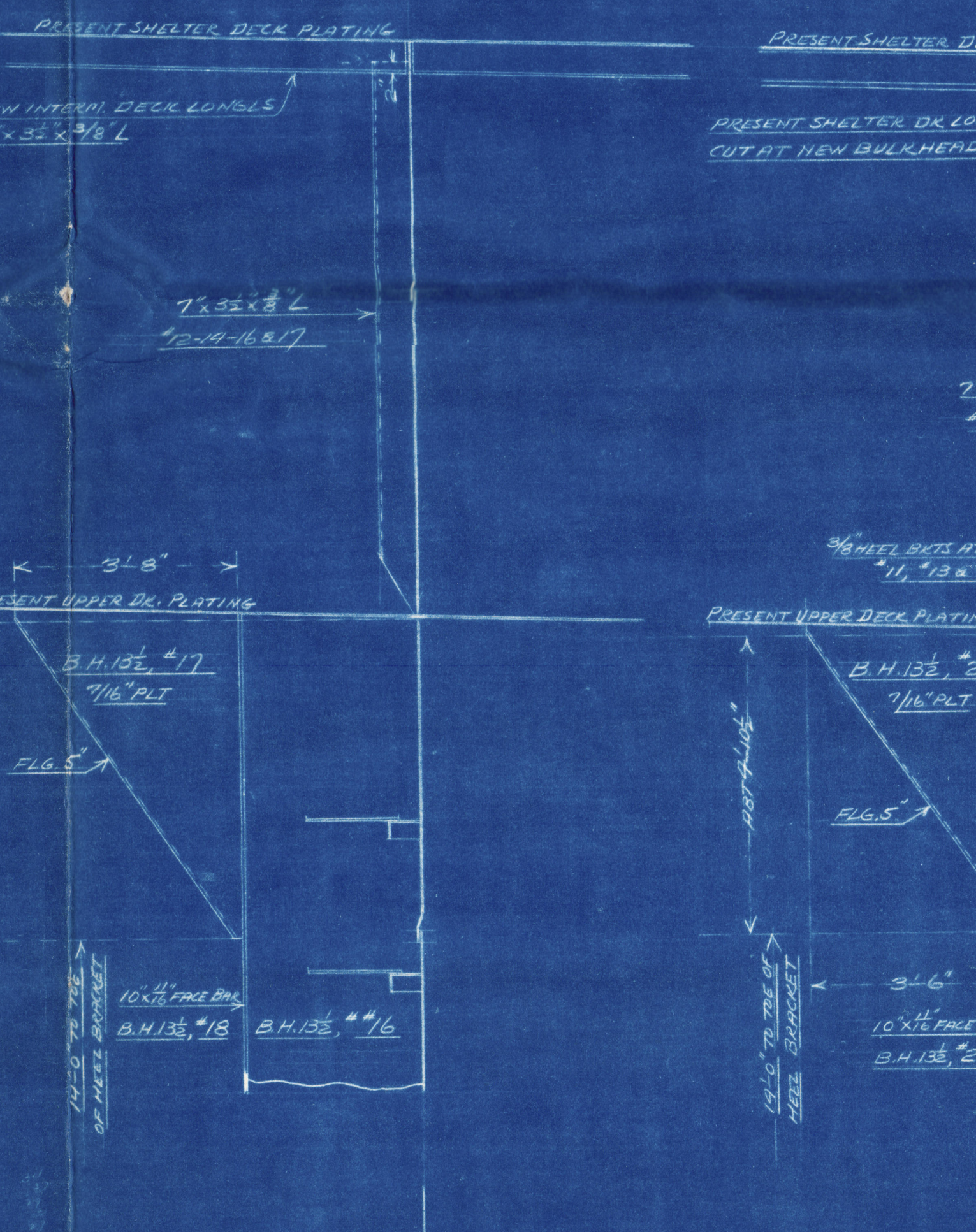
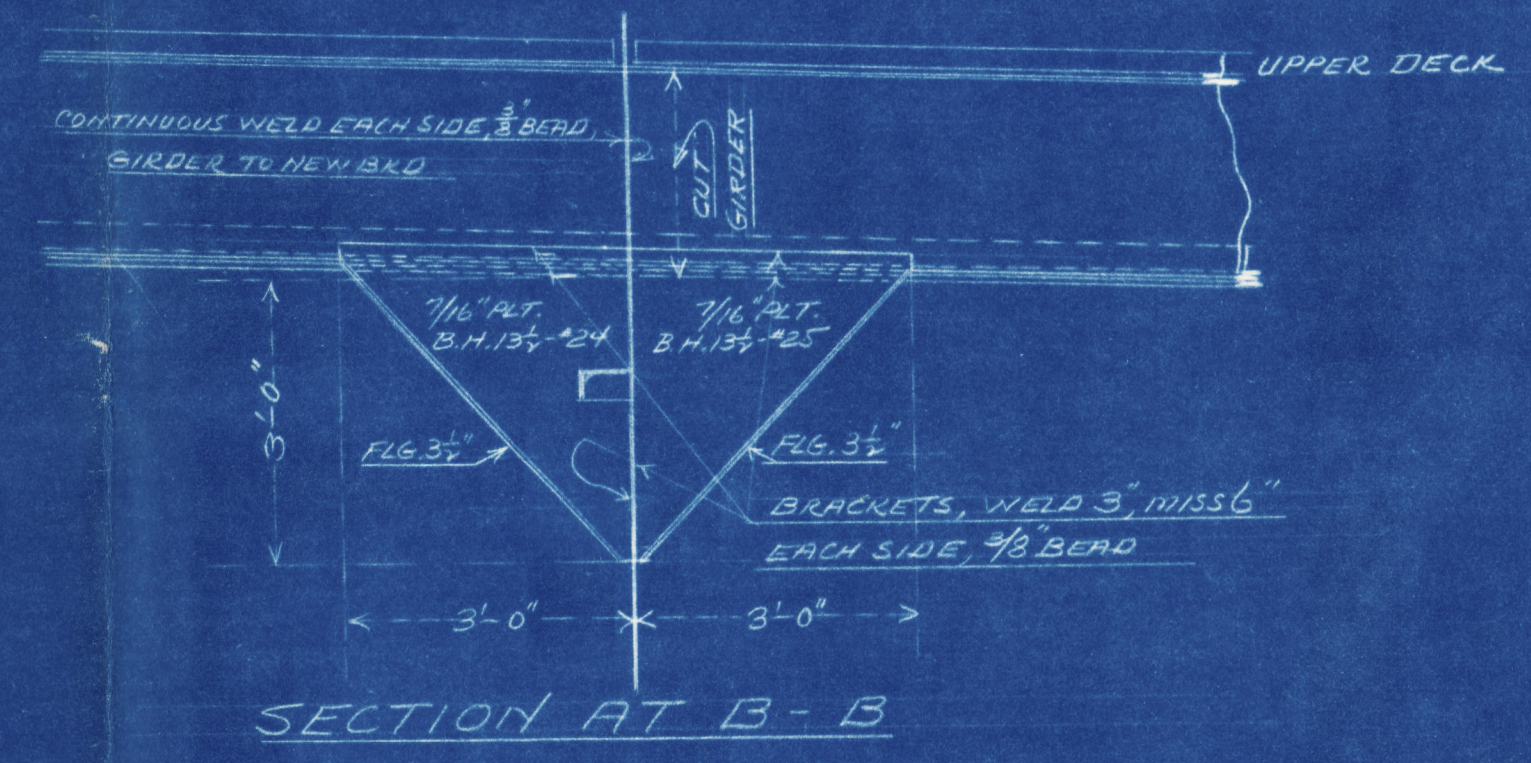
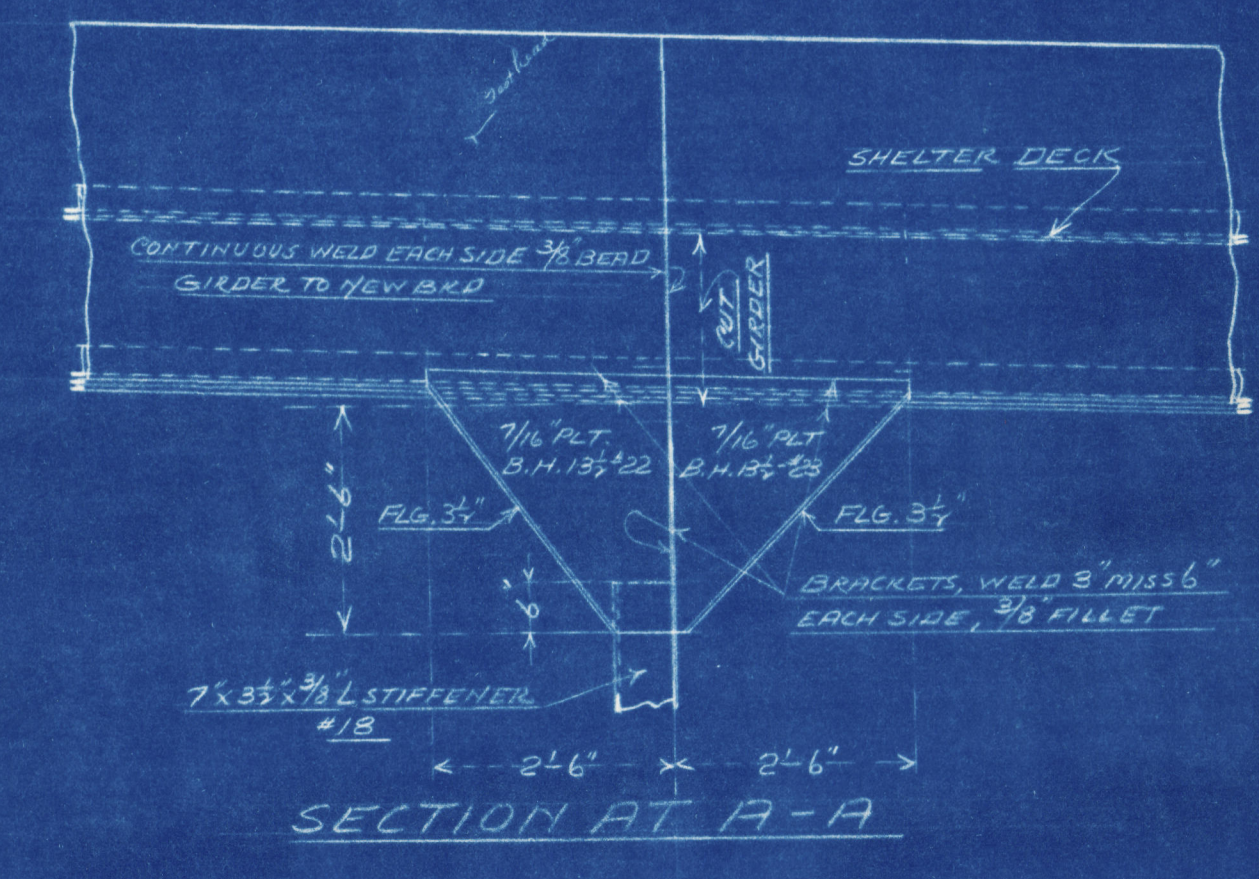


SHELL LONGS ARE LOCATED FROM BUILDERS SCALE PLAN AND MAY VARY SLIGHTLY ON SHIP. LOCATE BULKHEAD STIFFENERS 6 TO 9 INCH IN RELATION TO SHELL LONGS AS SHOWN ON PLAN. 1/16 BE MIDWAY BETWEEN 23 & TANK TOP.

ALL SHELL LONGS TO BE CUT AT BULKHEAD AND BRACKETED TO BULKHEAD AS SHOWN. ALL SEAMS AND CONTINUOUS BARS TO BE PROVIDED WITH WELDED STOPWATERS.

CLOSE & MAKE ULTIGHT OPENINGS IN PRESENT FLOOR PLTS AS SHOWN ON PLAN 16-5



WELDING NOT INDICATED TO BE AS SHOWN ON PLAN 16-5. MIDSHIP SECTION AND TYPICAL BULKHEAD. ALL WELDING TO BE IN ACCORDANCE WITH LLOYDS RULES.

APPROVED
JUL 10 1936
LEONARD WEATHERS
NEW YORK

French

Plat No. 100, 5002.
Pan Carolina
S.P. Bullock.

(S.S. DANIEL WEBSTER)
CONVERSION INTO A BULK CARRIER
NEW BULKHEAD AT FRAME NO. 134
SCALE 1/4" = 1'-0"
JULY 3, 1936
WELDING ENGINEERS INCORPORATED
225 S. 15 ST. PHILADELPHIA
GEO. B. DRAKE NAVAL ARCHITECT
17 BATTERY PLACE NEW YORK

London Cook

W313-0137 18-9