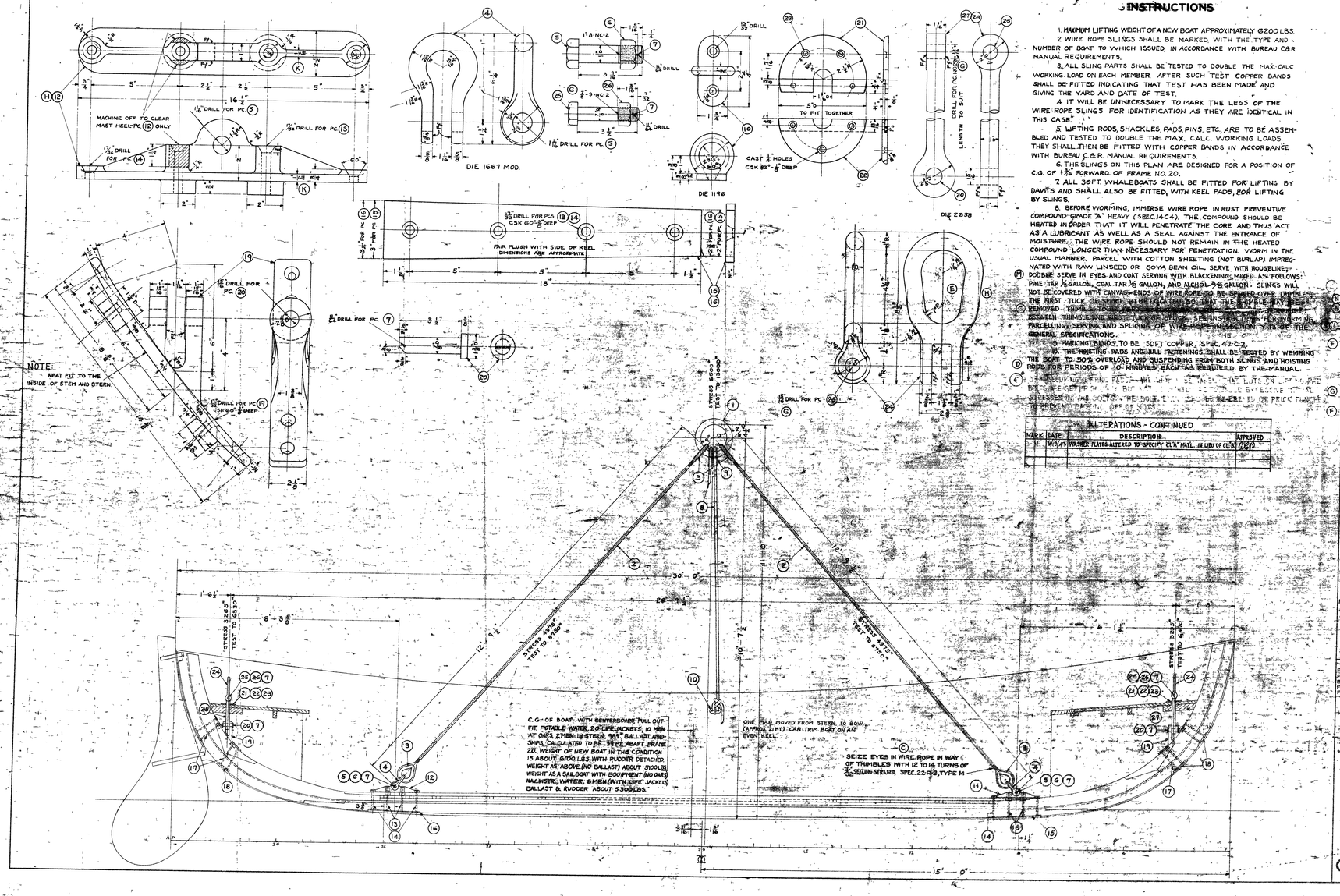

INSTRUCTIONS

1. MAXIMUM LIFTING WEIGHT OF A NEW BOAT APPROXIMATELY 6200 LBS.
2. WIRE ROPE SLINGS SHALL BE MARKED WITH THE TYPE AND NUMBER OF BOAT TO WHICH ISSUED, IN ACCORDANCE WITH BUREAU C&R MANUAL REQUIREMENTS.
3. ALL SLING PARTS SHALL BE TESTED TO DOUBLE THE MAX. CALC WORKING LOAD ON EACH MEMBER AFTER SUCH TEST COPPER BANDS SHALL BE FITTED INDICATING THAT TEST HAS BEEN MADE AND GIVING THE YARD AND DATE OF TEST.
4. IT WILL BE UNNECESSARY TO MARK THE LEGS OF THE WIRE ROPE SLINGS FOR IDENTIFICATION AS THEY ARE IDENTICAL IN THIS CASE.
5. LIFTING RODS, SHACKLES, PADS, PINS, ETC., ARE TO BE ASSEMBLED AND TESTED TO DOUBLE THE MAX. CALC. WORKING LOADS. THEY SHALL THEN BE FITTED WITH COPPER BANDS IN ACCORDANCE WITH BUREAU C.&R. MANUAL REQUIREMENTS.
6. THE SLINGS ON THIS PLAN ARE DESIGNED FOR A POSITION OF C.G. OF 1.26 FORWARD OF FRAME NO. 20.
7. ALL 36FT. WHALEBOATS SHALL BE FITTED FOR LIFTING BY DAVITS AND SHALL ALSO BE FITTED, WITH KEEL PADS, FOR LIFTING BY SLINGS.
8. BEFORE WORMING, IMMERSE WIRE ROPE IN RUST PREVENTIVE COMPOUND GRADE "A" HEAVY (SPEC. 14-C-4). THE COMPOUND SHOULD BE HEATED IN ORDER THAT IT WILL PENETRATE THE CORE AND THUS ACT AS A LUBRICANT AS WELL AS A SEAL AGAINST THE ENTRANCE OF MOISTURE. THE WIRE ROPE SHOULD NOT REMAIN IN THE HEATED COMPOUND LONGER THAN NECESSARY FOR PENETRATION. WORM IN THE USUAL MANNER. PARCEL WITH COTTON SHEETING (NOT BURLAP) IMPREGNATED WITH RAW LINSEED OR SOYA BEAN OIL. SERVE WITH HOUSELINE; DOUBLE SERVE IN EYES AND COAT SERVING WITH BLACKENING, MIXED AS FOLLOWS: PINE TAR ½ GALLON, COAL TAR ½ GALLON, AND ALCHOL ⅜ GALLON. SLINGS WILL NOT BE COVERED WITH CANVAS. ENDS OF WIRE ROPE TO BE SEIZED OVER THIMBLES. THE FIRST TUCK OR START TO BE LOCATED SO THAT THE THIMBLE MAY BE REMOVED. TOPMOST TUCK OR START TO BE LOCATED SO THAT THE SPACE BETWEEN THIMBLE AND FIRST TUCK OR START SHALL BE SUFFICIENT FOR WORMING, PARCELLING, SERVING AND SPLICING OF WIRE ROPE IN ACCORDANCE WITH THE GENERAL SPECIFICATIONS.
9. WARPING BANDS TO BE SOFT COPPER, SPEC. 47-C-2.
10. THE HOISTING PADS AND HULL FASTENINGS SHALL BE TESTED BY WEIGHING THE BOAT TO 50% OVERLOAD AND SUSPENDING FROM BOTH SLINGS AND HOISTING RODS FOR PERIODS OF 10 MINUTES EACH AS REQUIRED BY THE MANUAL.
11. [illegible] SHALL BE [illegible] EVERY [illegible] TO PREVENT [illegible] OFF OF NUTS.

ALTERATIONS - CONTINUED

MARK	DATE	DESCRIPTION	APPROVED
N	10/7/47	WASHER PLATES ALTERED TO SPECIFY CL"A" MTL. IN LIEU OF CL"B"	[illegible]

ALTERATIONS

MARK	DATE	DESCRIPTION	APPROVED
A	7/31/36	REFERENCE PLAN ADDED TO DRAWING	E.C.C.
B	4/14/37	CHANGED SPEC. NO. 5-S-3, 10, 20, 24-1, 7 & 28 IN SCHEDULE; PROVIDED ALTERNATE MATERIAL IN GENERAL NOTE; INSERTED NOTE 9 (CIRCULAR LETTER 4-S-37); ADDED NOTE 10 (CIRCULAR LETTER 4-S-37); ADDED NOTE 11 (CIRCULAR LETTER 4-S-37)	E.C.C.
C	11-2-37	ADDED NOTE 8 (RULE FOR COPPER BANDS ON WIRE ROPE)	E.C.C.
D	1-5-38	ALTERED NOTE 9 (CHANGED CALL BEARING HOOK REF. TO DWG. B.M.)	E.C.C.
E	4-22-38	ADDED NOTE 10 TO INSTRUCTIONS.	E.C.C.
F	8-11-38	CH. 24 ALTERED AS PER BUC-SHIPS LETTER 4 S52/S-8)	E.C.C.
G	9/26/38	MATERIAL NO. 20, 27 & 28 ALTERED FROM B-STEEL AS 2-S TO NICKEL COPPER ALLOY, 46-N-1. PL'S. 23 & 28 INCREASED FROM 1/4" DIA., PCS. 24, 27 & 28 INCREASED FROM 1/4" DIA.	E.C.C.
H	11/12/38	CHANGED NO. 1 & 2 FROM 1/4" DIA. TO 5/16" DIA. SPEC. 4-S-1 ADDED NOTE 11 (SHACKLE PINS TO BE SEIZED WITH SEIZING WIRE)	E.C.C.
J	11/18/38	CH. 7 & 8 ALTERED TO AGREE WITH PRINT LIST OF WORK 1-S-38	E.C.C.
K	12/12/38	CH. 5 & 6 ALTERED TO AGREE WITH PRINT LIST OF WORK 1-S-38	E.C.C.
L	8/21/46	REFERENCE PLAN RENUMBERED	[illegible]
M	7/7/47	NOTE 10, INSTRUCTIONS ALTERED TO APPLY TO "EYES."	[illegible]

SCHEDULE OF MATERIAL

QUANTITY FOR ONE 30FT SAILING WHALEBOAT

PART	NAME	PCS	SPEC	MATERIAL	DIE	REMARKS
1	SLING RING	1	46S4	STEEL-"B"	3307	GALV
2	WIRE ROPE ⅜" D.	2	22R3	6X STRC. STL		6×19 GALV. (SERVED)
3	THIMBLE	4	46S4	STEEL-"B"		GALV. BDS. "D1-P18
4	SHACKLE 1" D.	2	"	"	1667 MOD	"
5	BOLT 1" D. STD HEX.	2	43B11	" -"CL"B"		"
6	NUT 1" D. " "	2	"	"		"
7	COTTER PIN	6	42P7	BRASS-TYPE "A"		⅜" D. - 12" LONG
8	GUY ROPE	2	TR601	MANILA		3" CIRCUM. "L" TO SUIT
9	THIMBLE	2	46S4	STEEL-"B"		GALV. BDS. "D1-P17
10	STEADY LASSING PAD	2	"	"	1156	"
11	SLING PAD FORWARD	1	49B3	COMP. NO. 6		"
12	" " AFT	1	"	"		"
13	" " RIVET	4	46N7	NICKEL COPPER ALLOY-CL"B"		1.86" TO SUIT-60° CSK. HDS.
14	" " "	4	"	"		1.0" TO SUIT-80° CSK. HDS.
15	WASHER PLATE FOR 10	1		NICKEL COPPER ALLOY-CL"A"		
16	" " "	1		"		
17	HOISTING PAD RIVET	8	"	NICKEL COPPER ALLOY-CL"A"		1.86" TO SUIT-60° CSK. HDS.
18	WASHER PLATE	4		NICKEL COPPER ALLOY-CL"A"		2.5" THICK, WIDTH & LENGTH TO SUIT HDS.
19	HOISTING PAD	2	49B3	COMP. NO. 6		
20	" ROD PIN	2	46N6	NI. COR ALLOY		CLASS "B"
21	" " PL. REV.	12		BRASS-TYPE "A"		
22	" " " COP	2		"		
23	WOOD SCREW #12	10	42S1	"	COPPER	OVAL HEAD-1.5" L
24	DETACHING SHACKLE	2	46S4	STEEL-"B"		GALV. SEE NOTE 1
25	BOLT ⅝" D. STD HEX.	2	43B11	" -"CL"B"		"
26	NUT ⅝" D. " "	2	"	"		"
27	HOISTING ROD FOR 10	1	46N-1	NI. COR ALLOY	BRASS	CLASS "B" - HEAT TREAT
28	" " AFT	1	46N-1	" "	BRASS	" " "

GENERAL NOTES

1. THIS BOAT WILL BE HANDLED AT DAVITS WITH 1.5" DOUBLE WOOD BLOCK (C&R 182790) FITTED WITH A 7.5" DIA. BEARING RELEASING HOOK (C&R 246991) AND 2" MANILA FALL.
2. THIS SLING IS ALSO SUITABLE FOR USE WITH OLDER TYPE WHALEBOATS CONVERTED TO KETCH RIG WITH CENTERBOARD, SEE GENERAL ARRANGEMENT C&R № 223395.

REFERENCES: SCHEDULE OF MATERIAL — C&R № 222441
LINES & MOLD. LOFT DIMENSIONS — 306443
INBOARD PROFILE, SECTIONS & PLAN — 222243
SAIL PLAN — 222242
DISPLACEMENT & OTHER CURVES — 151503
BOUYANCY TANKS — 244604

THIS PLAN SUPERSEDES C&R № 224471 FOR (30' WH. B. NEW TYPE) (30' WH. B. OLD CONVERTED)

FINISHES
R - MACHINE FINISH ROUGH
F3 - MACHINE FINISH SMOOTH
F2 - BUFF
F1 - FINISH GROUND
F0 - FINISH FILE

DRAWN BY: LOEWUS
EXAMINED BY: [illegible]
IN CHARGE OF WORK: [illegible] DATE 12/7/36

STANDARD BOAT PLAN

30 FT. WHALEBOAT

KETCH RIG

HOISTING SLINGS

SCALE 1" & 6" = 1 FT.

NAVY DEPARTMENT
BUREAU OF CONSTRUCTION & REPAIR
WASHINGTON, D.C. DEC. 20, 1935

C. S. Rand
CHIEF CONSTRUCTOR, U.S.N.
CHIEF OF BUREAU

C&R № 235454

P - 1
23 - 2
31 - 3
68 - 3 11/19/47
72 - 1
99 - 2
ML - 1

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