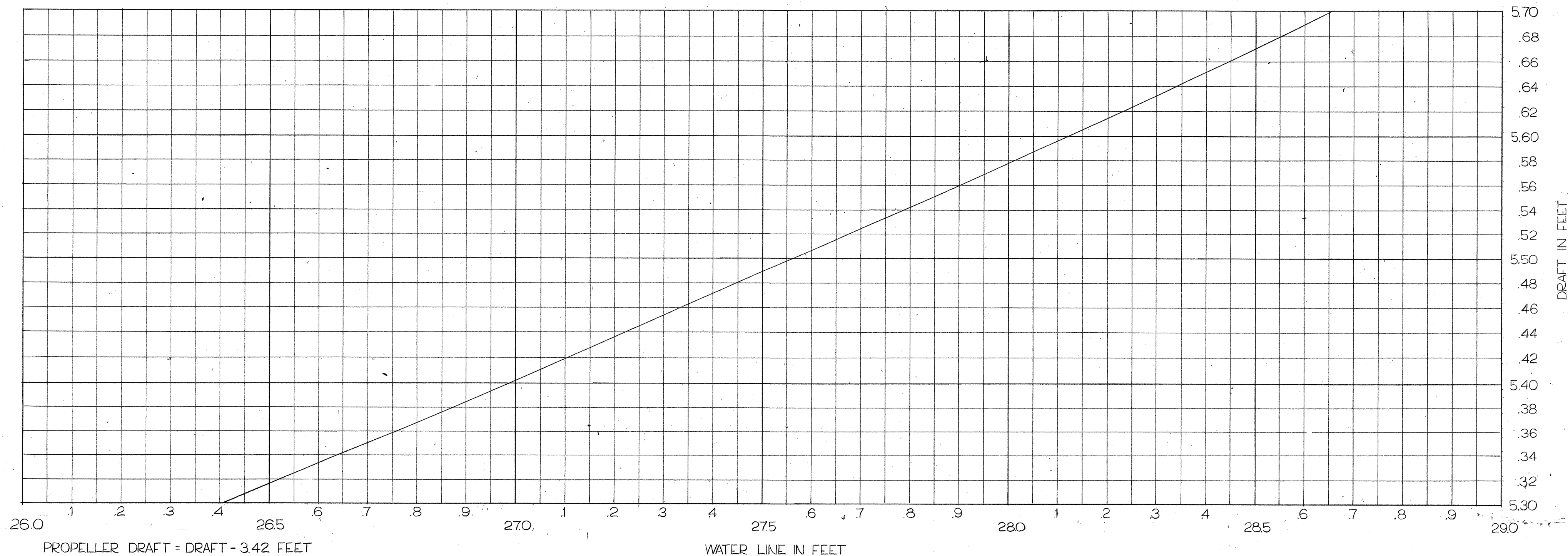
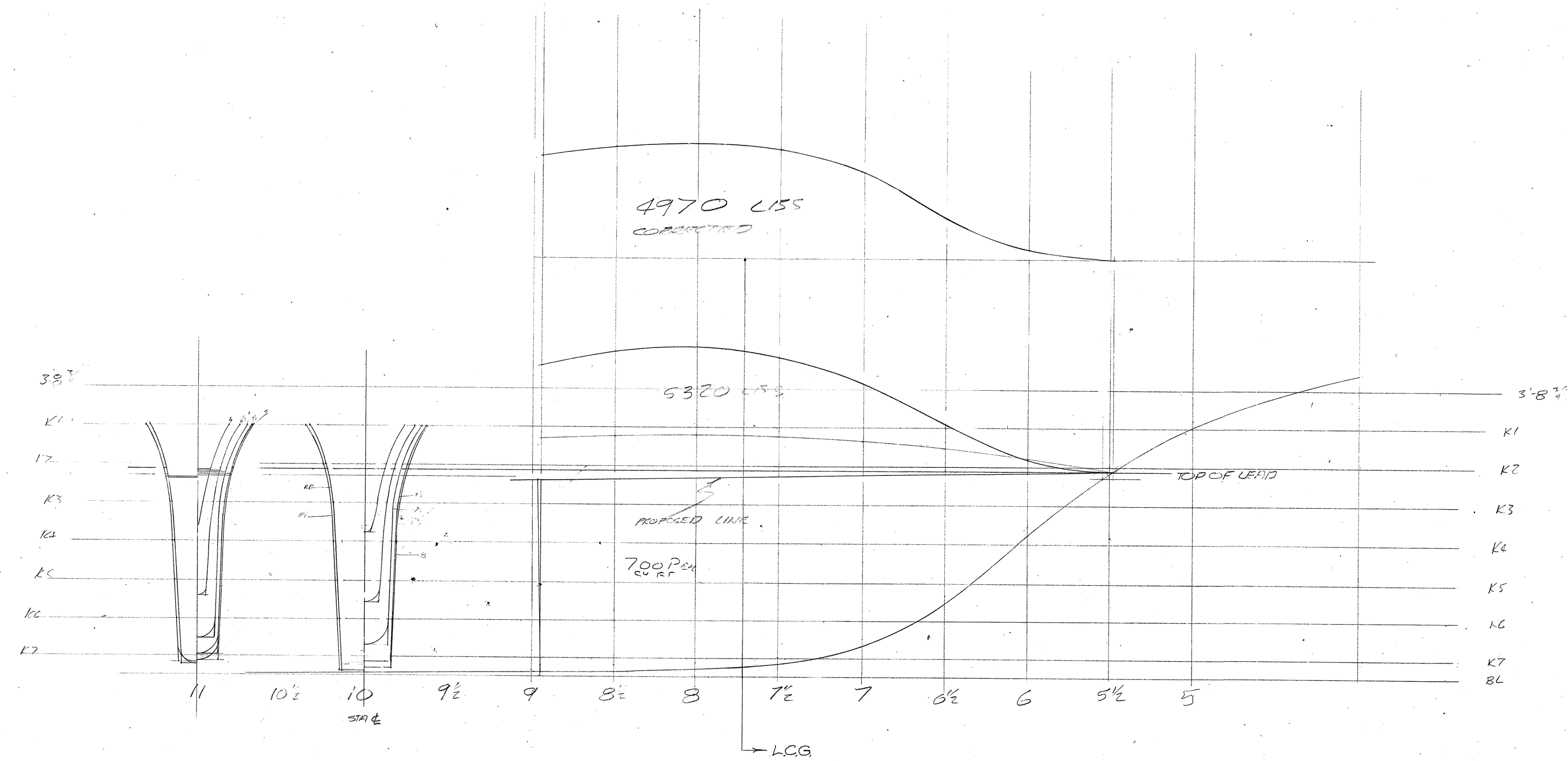
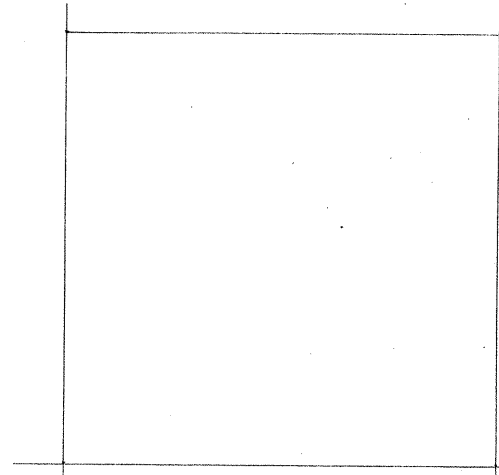






$$2 \times 2.52 \times d \times 700 = 300$$

$$d = \frac{300}{2 \times 2.52 \times 700} = \frac{300}{3528} = .085$$

1139-9
K-41
Slot C-1-B

$\frac{3}{4} = 1'-0''$

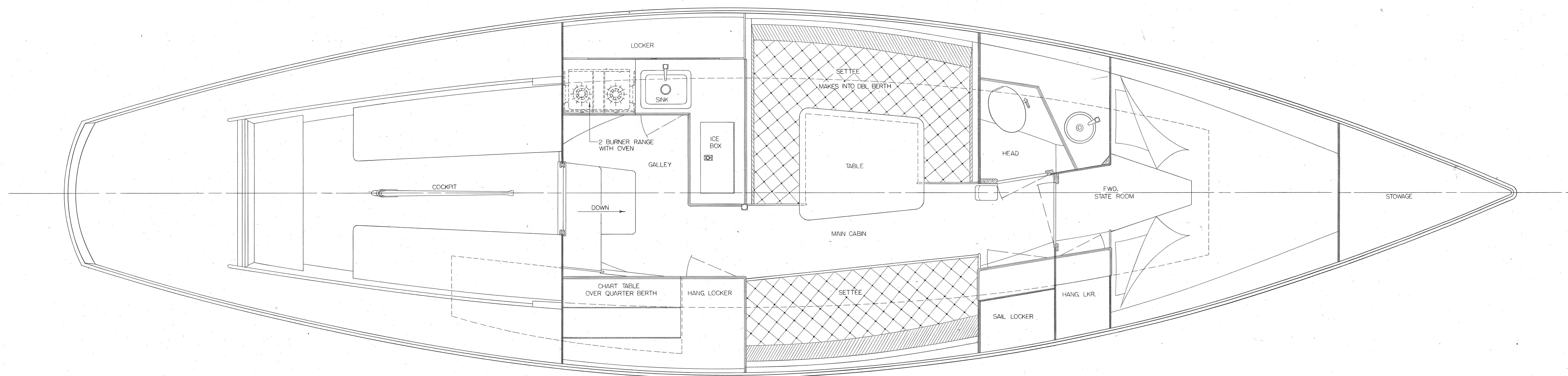
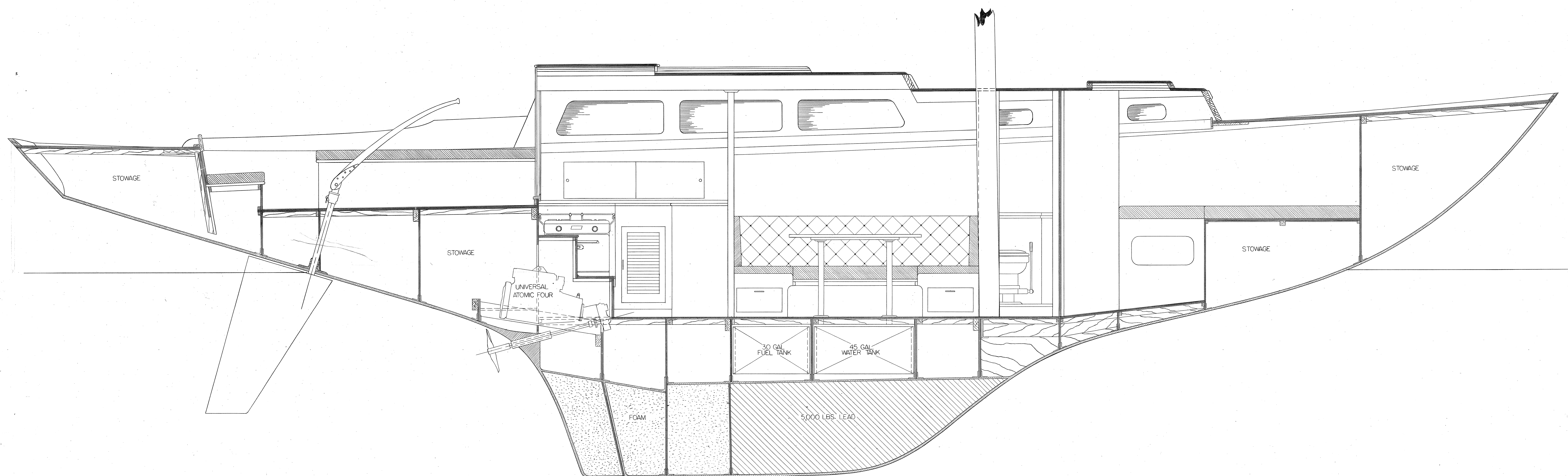
K41
LEAD BALLAST CALCULATION
CORRECTED



K41
BY
Kettenburgmarine
SCALE 1/2" = 1'-0" AUG, 1965

1139-4
M-41
5/67 C-1-B

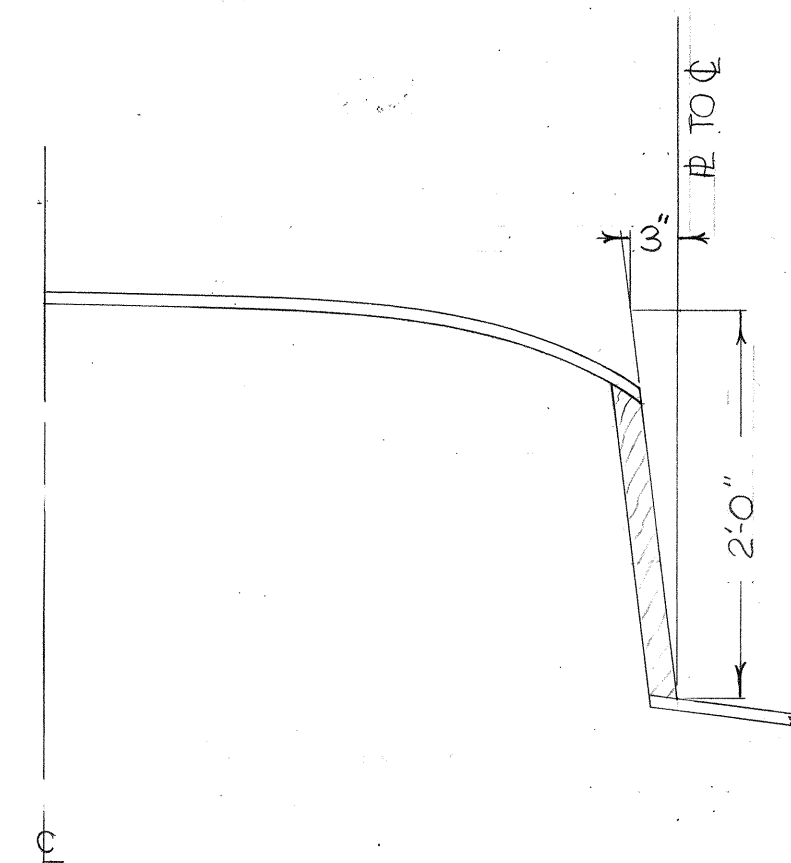
K006.006



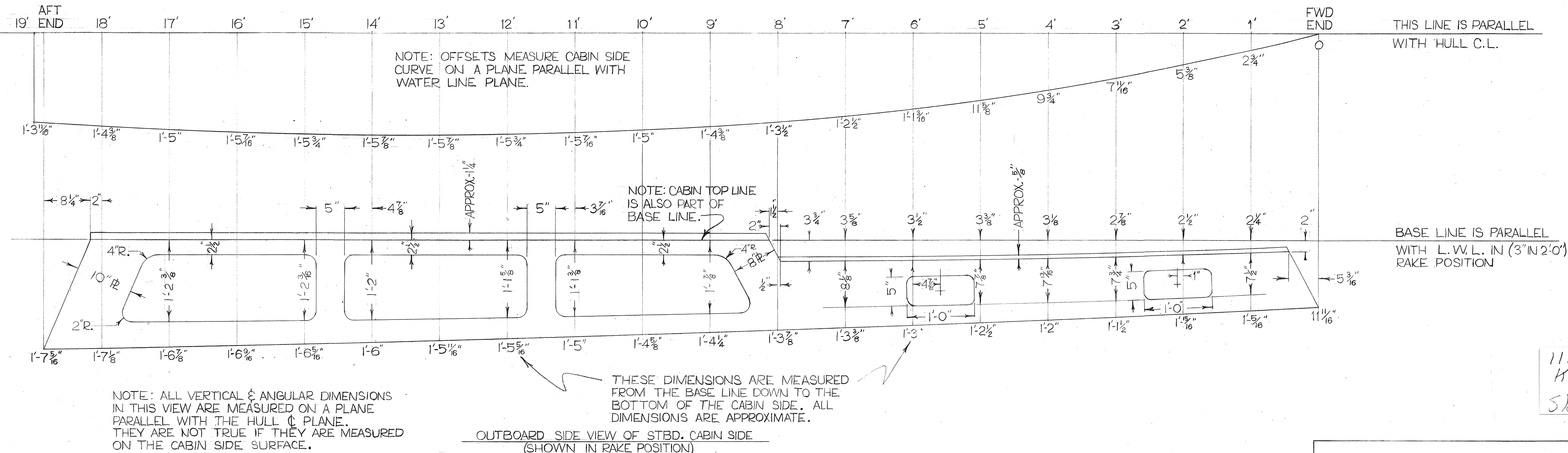
K41
BY
Kettenburgmarine
INTERIOR PLAN & PROFILE
SCALE: 1"=1'-0", NOV, 1965

1139-17
H-41
S107 C-1-B

K006.005



TYPICAL CABIN SIDE SECTION

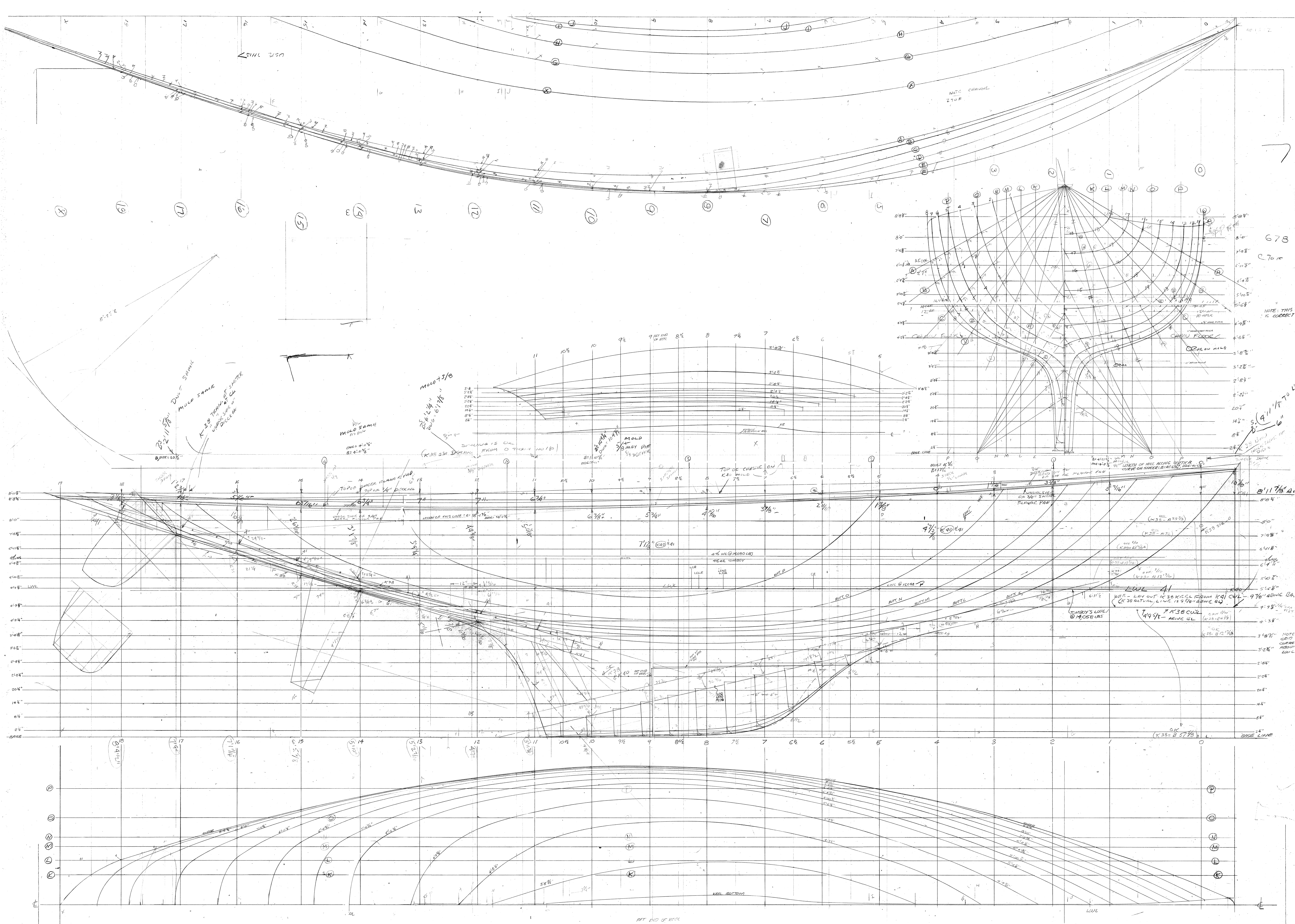


1139-10
K-41
510+C-1-B

"K41" CABIN SIDE DETAIL
BY KETTENBURG
APRIL, 1966
SCALE 1"=1'-0"

K006.D10

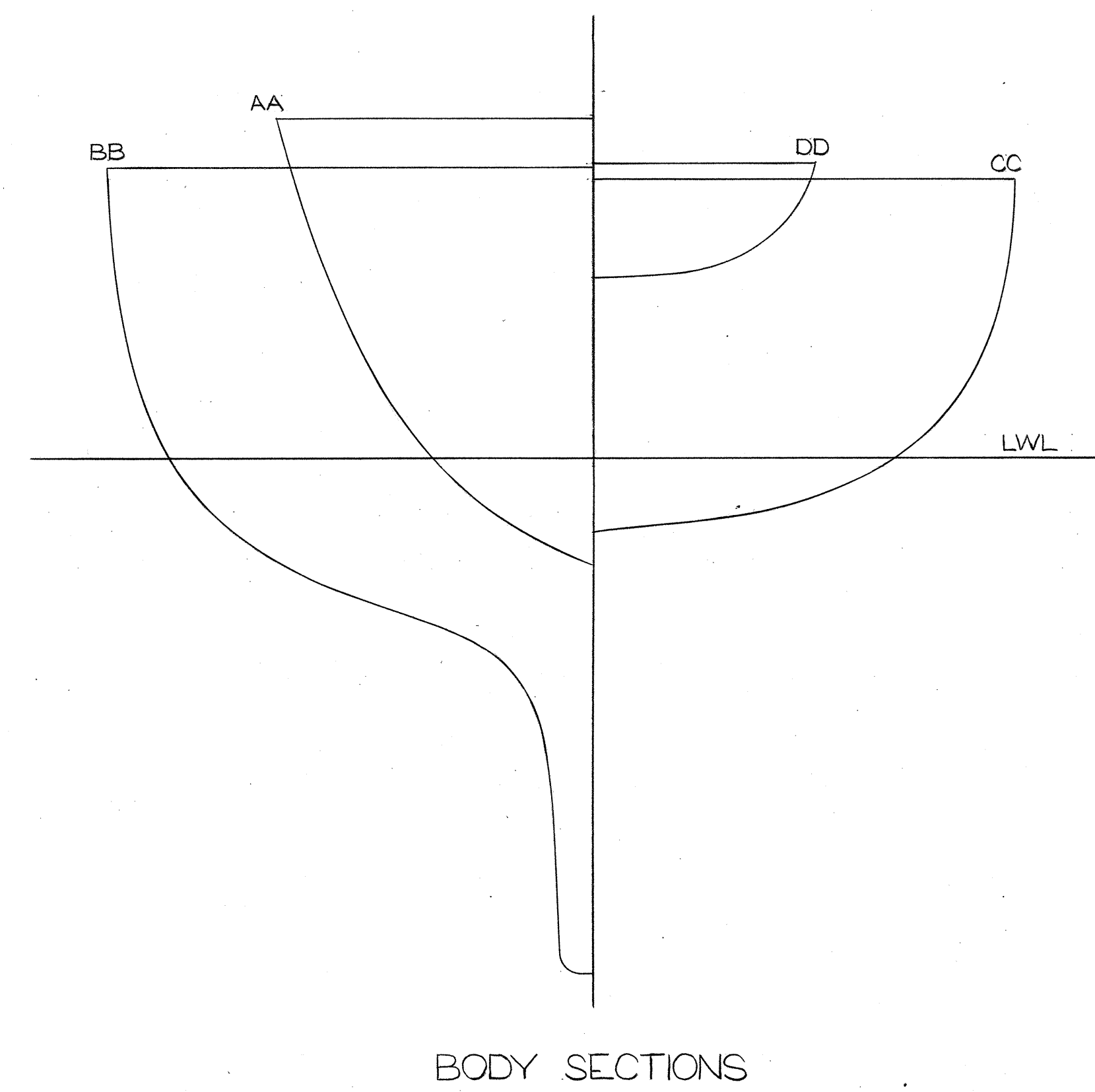
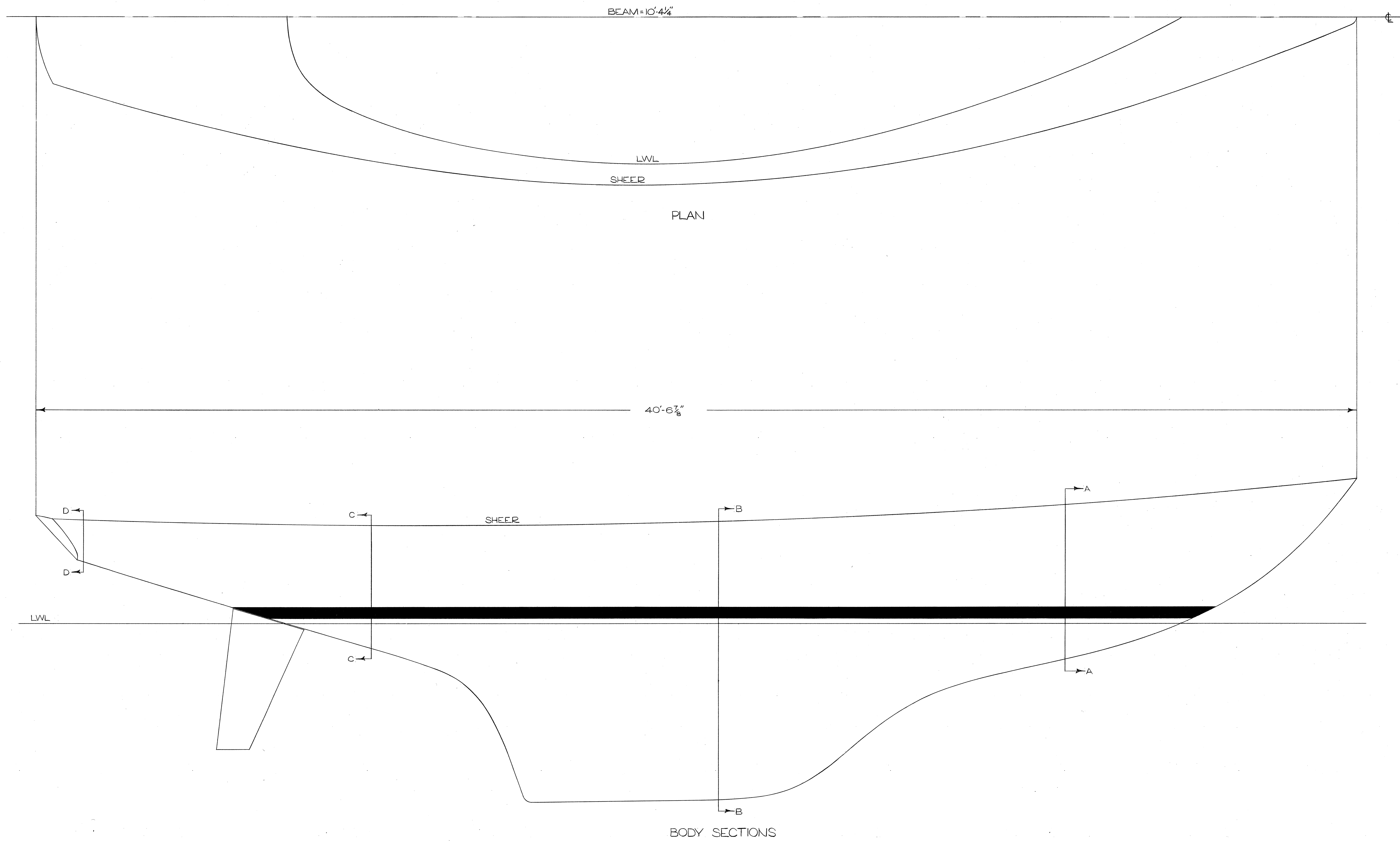
"K41" CABIN SIDE DETAIL



"K41" LINES DRAWING
BY KETTENBURG
SCALE 3/4"=1'-0"
1965

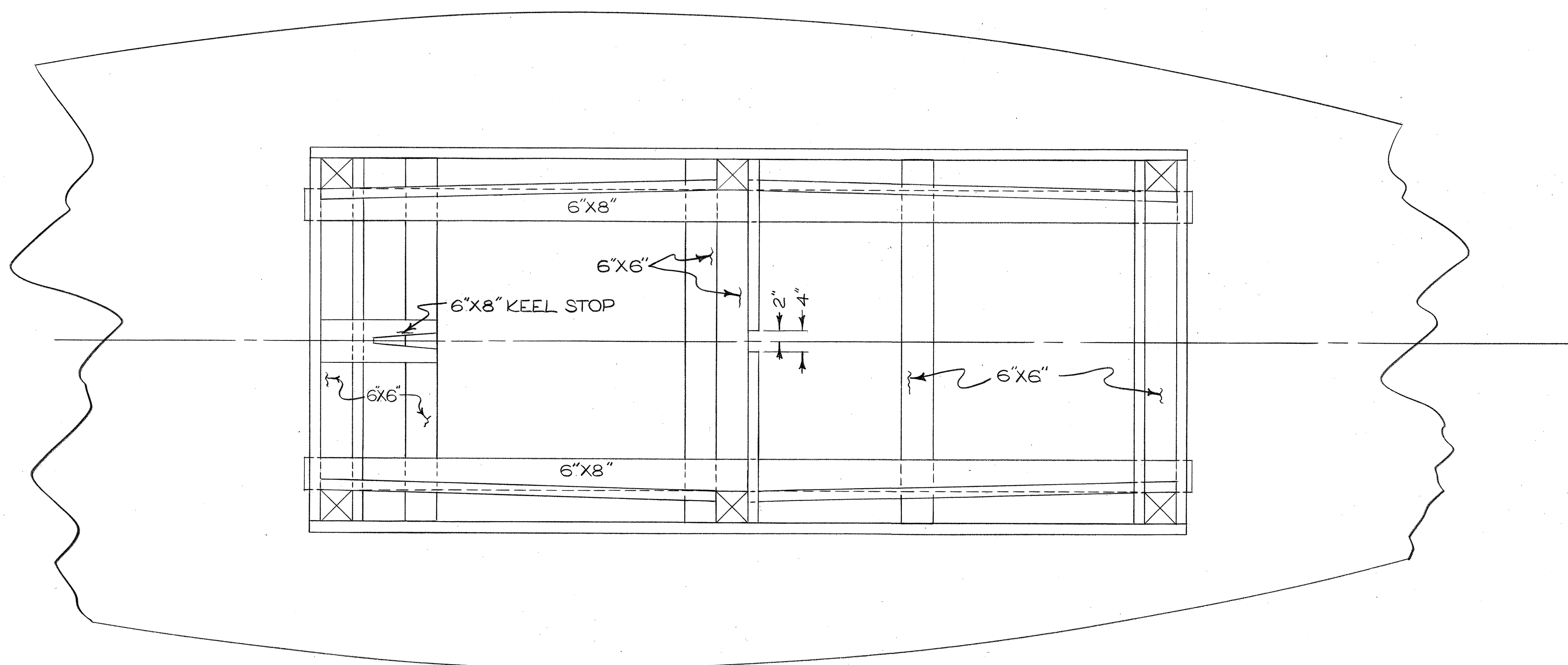
1139-12
1-41
5107 C-1-B

K006.001

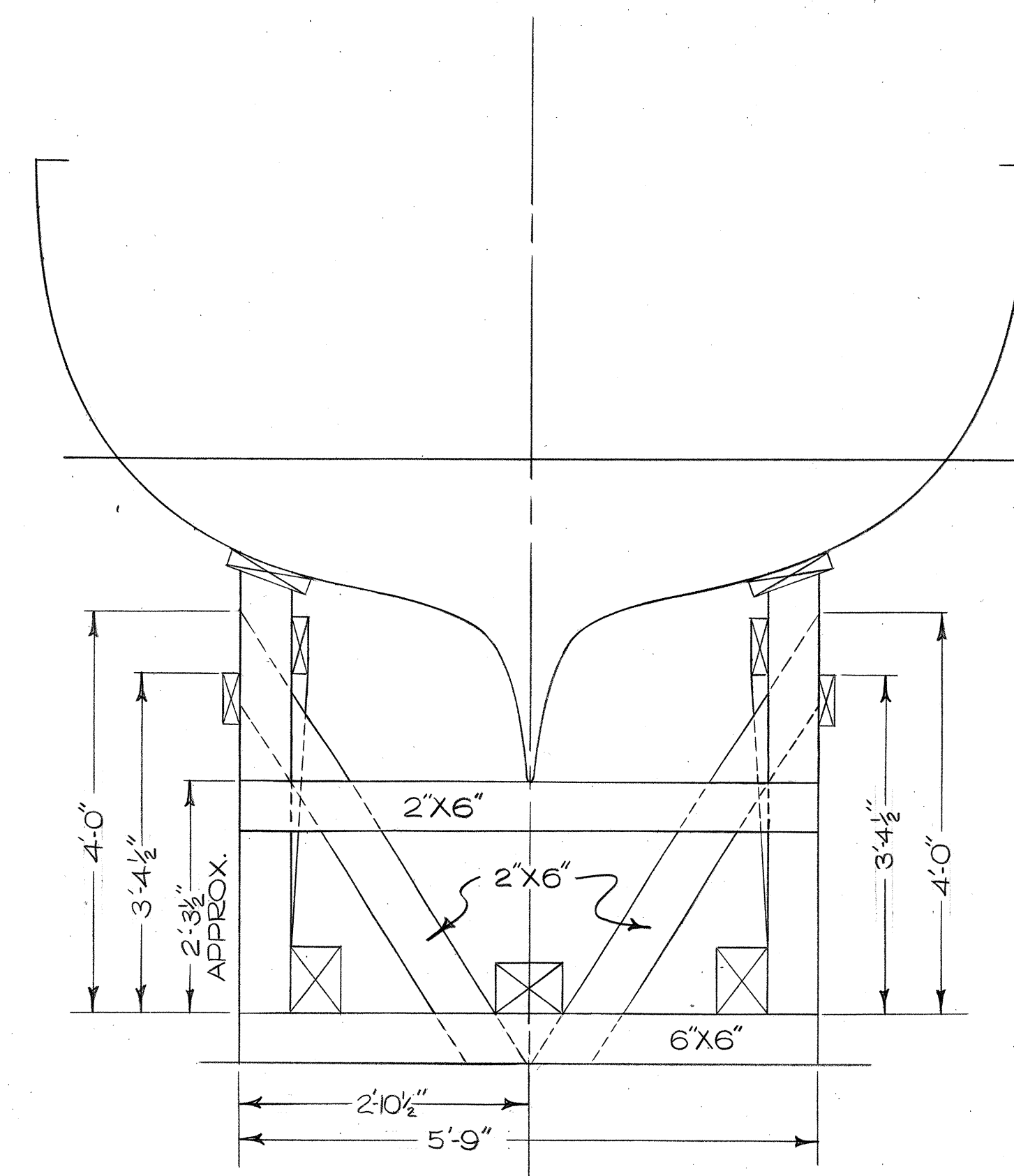


1139-13
H-11
SLOT C-1-B

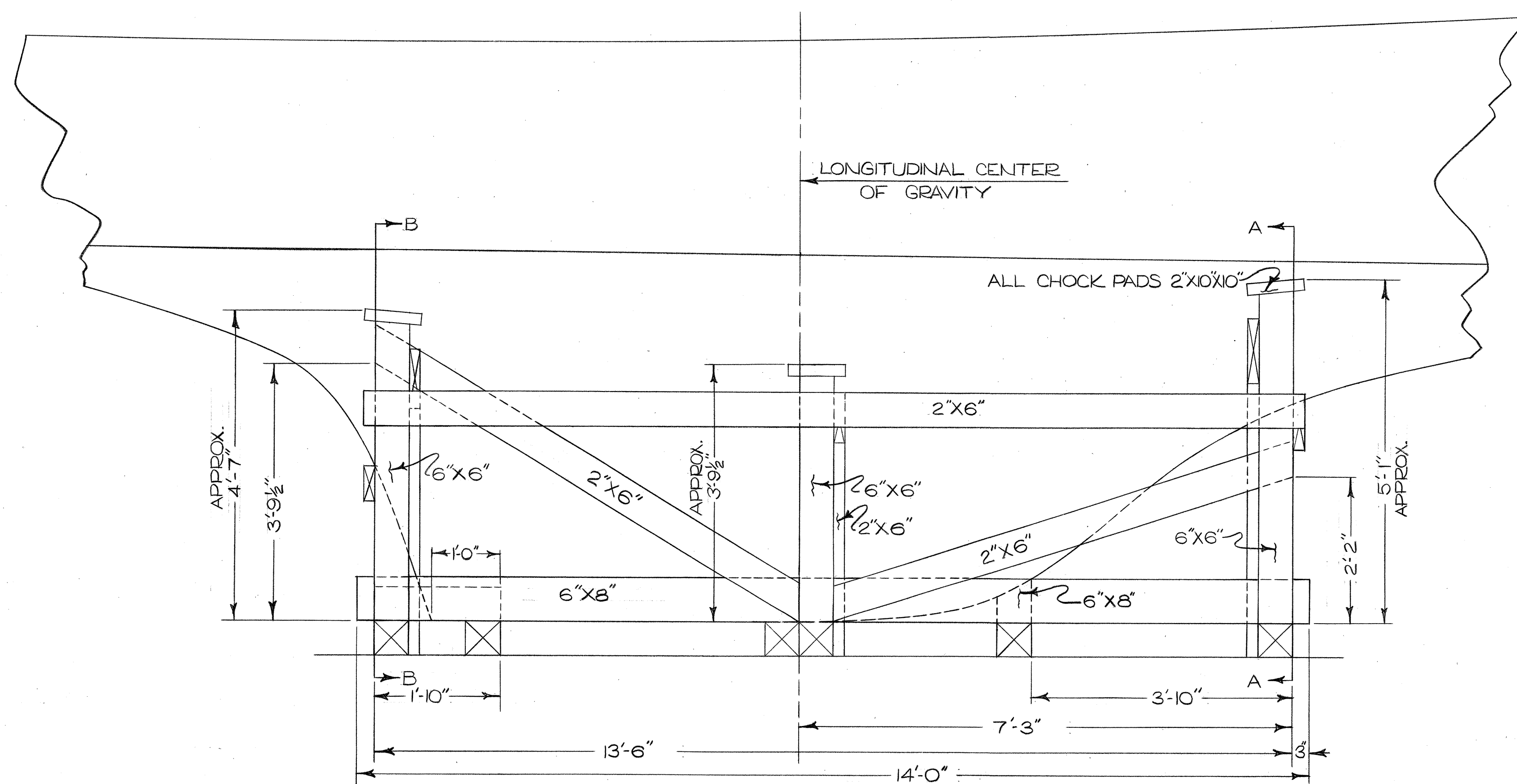
KETTENBURG MARINE			
2810 CARLETON STREET, SAN DIEGO, CALIF.			
K41 LINES DRAWING FOR MODELS	DRAWN BY	CRU	DATE 3-10-67
	CHECKED BY	CRU	SCALE 3/4"=1'-0"
	APPROVED BY	CRU	DRWG. 1002
	DATE		SHEET 1 OF 1



PLAN VIEW



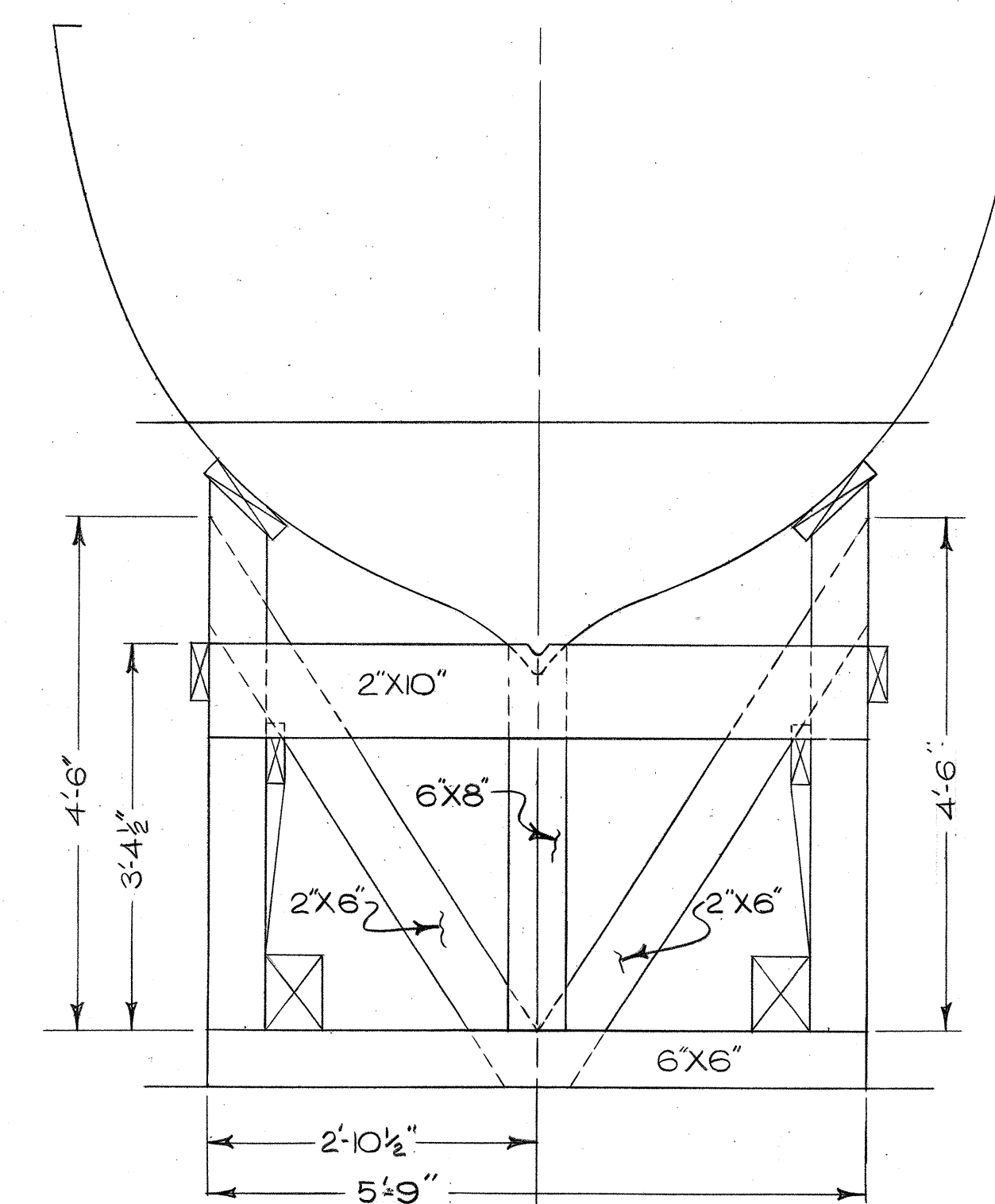
SECTION BB
AFT END



PROFILE ELEV.

GENERAL NOTES:

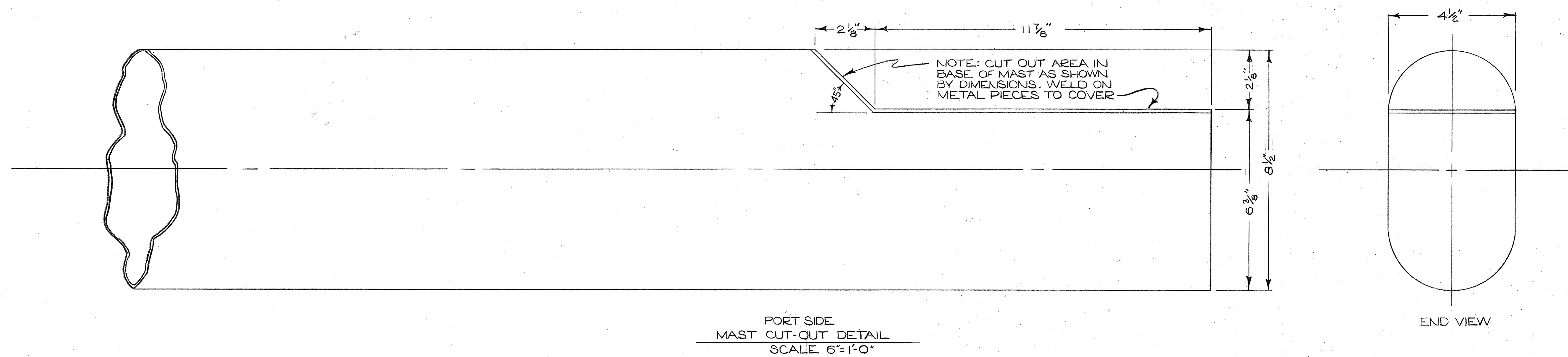
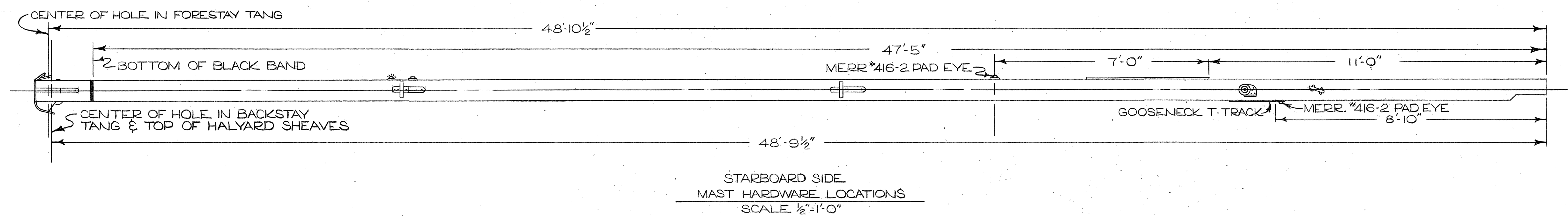
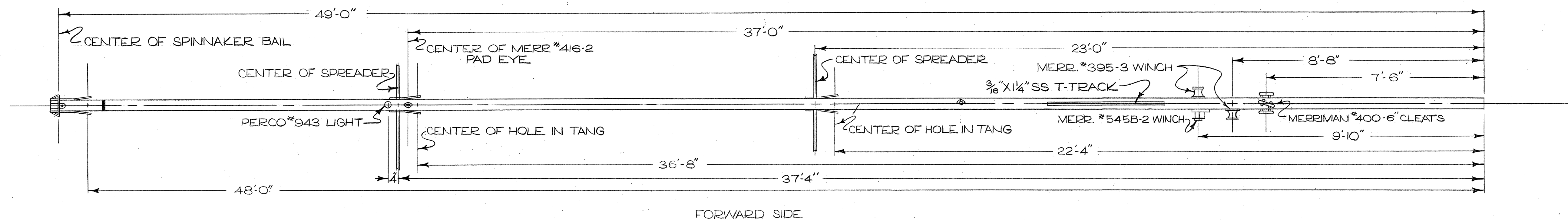
1. TEMPLATE ALL CHOCKS & KEEL STOP TO HULL.
2. FASTEN ALL JOINTS WITH TWO $\frac{3}{8}$ " BLACK IRON CAR. BOLTS



SECTION AA
FWD END

KETTENBURG MARINE		DATE	2-10-67
280 CARLETON STREET, SAN DIEGO, CALIF.		DRAWN BY	CRU
K-41 SHIPPING CRADLE		CHECKED BY	J. J. H. H.
		APPROVED BY	DRWG. F101
		DATE	SHEET 1 OF 1

1139-5
K-41
Slot C-1-B



1139-11
H-41
S/ot C-1-B

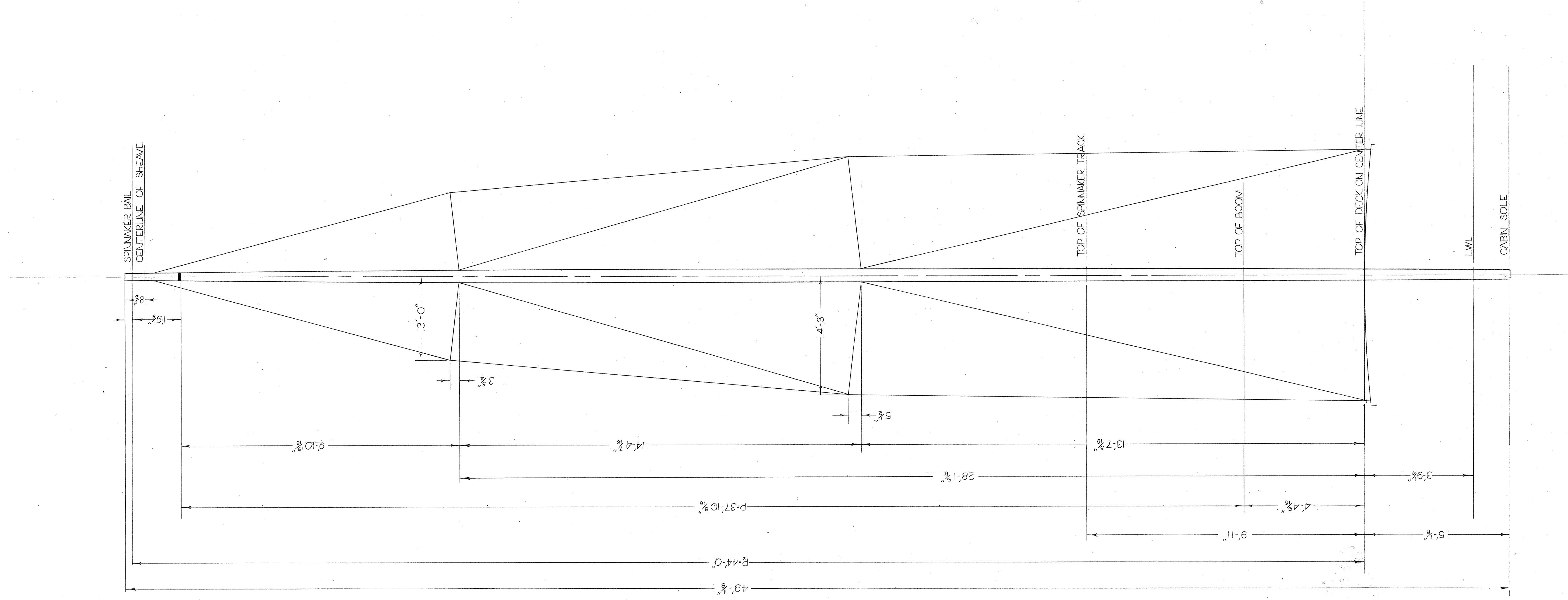
KETTENBURG MARINE		
2810 CARLETON STREET, SAN DIEGO, CALIF.		
K41 ALUMINUM MAST	DRAWN BY CRU.	DATE 2-10-67
	CHECKED BY	SCALE -AS SHOWN
	APPROVED BY	DRW 10010
	DATE APR.	SHEET 1 OF 1

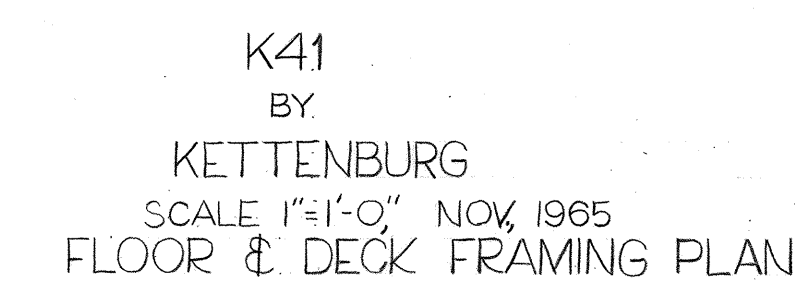
"K41"
RIGGING PLAN
BY KETTENBURG
SCALE 1/2"=1'-0"
AUG, 1965

1139-1
H-41
8/67 C-1-B

K41 RIGGING PLAN

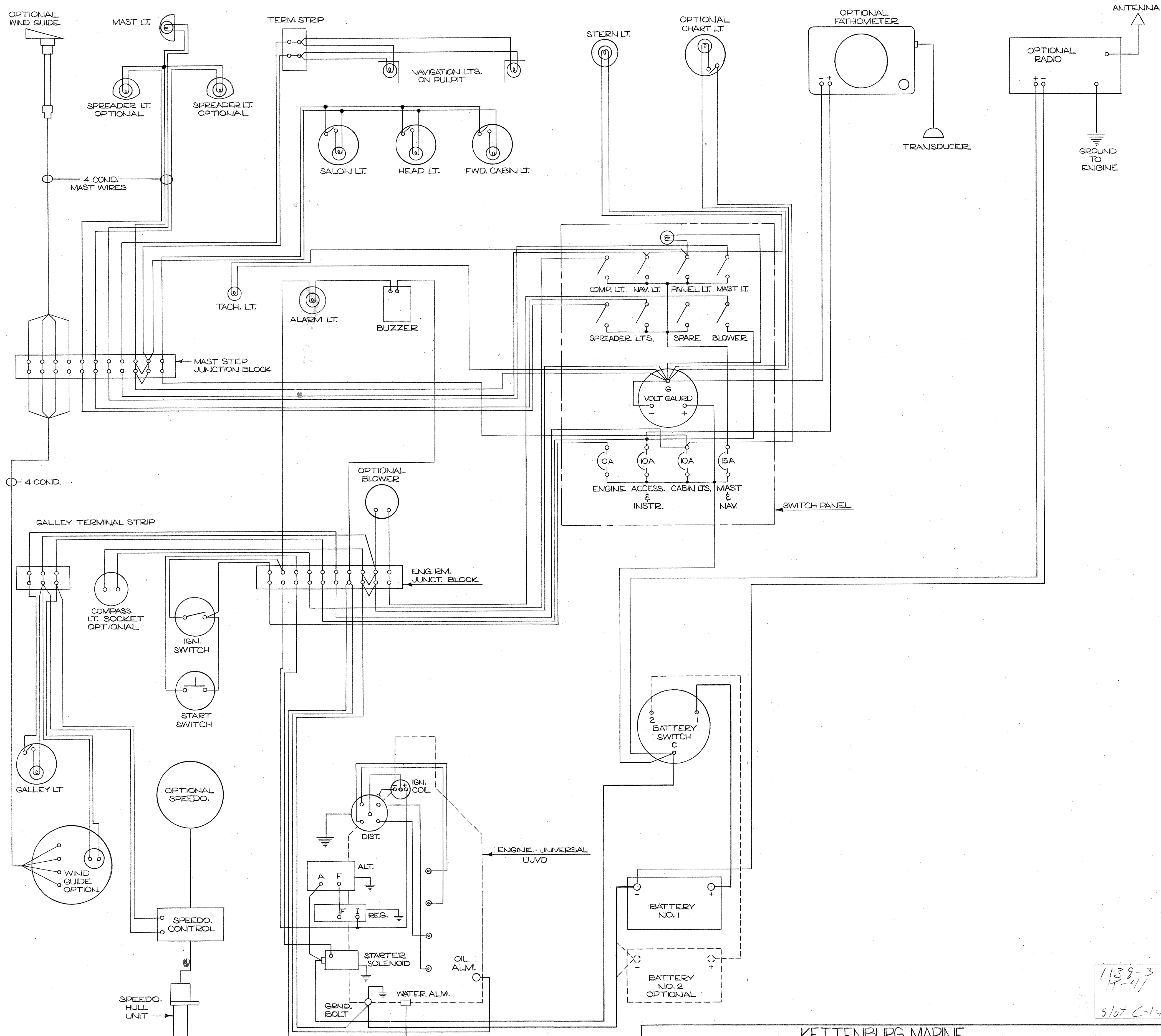
K006.007





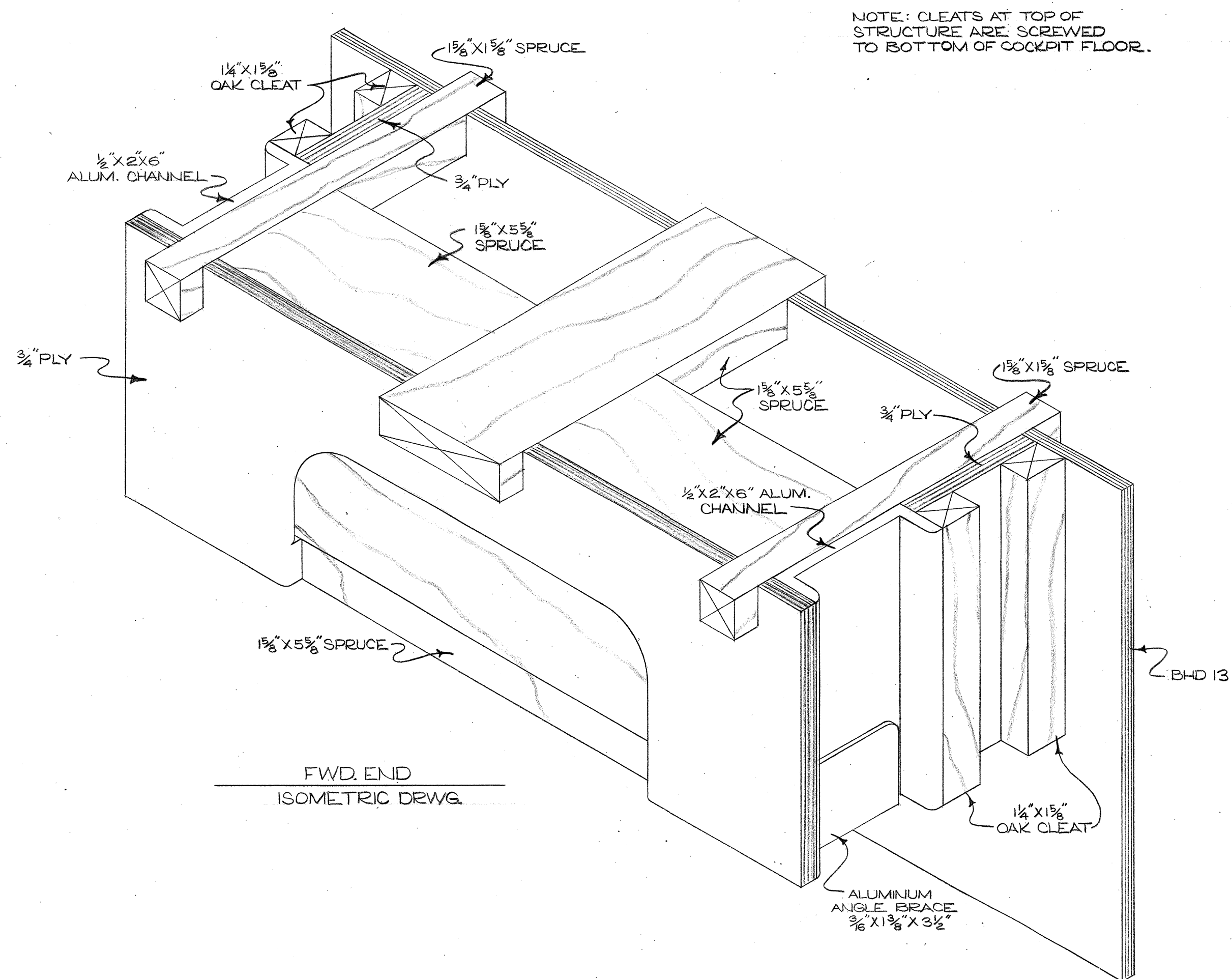
1139-16
H. 41
Slot C-1-B

K 006.002



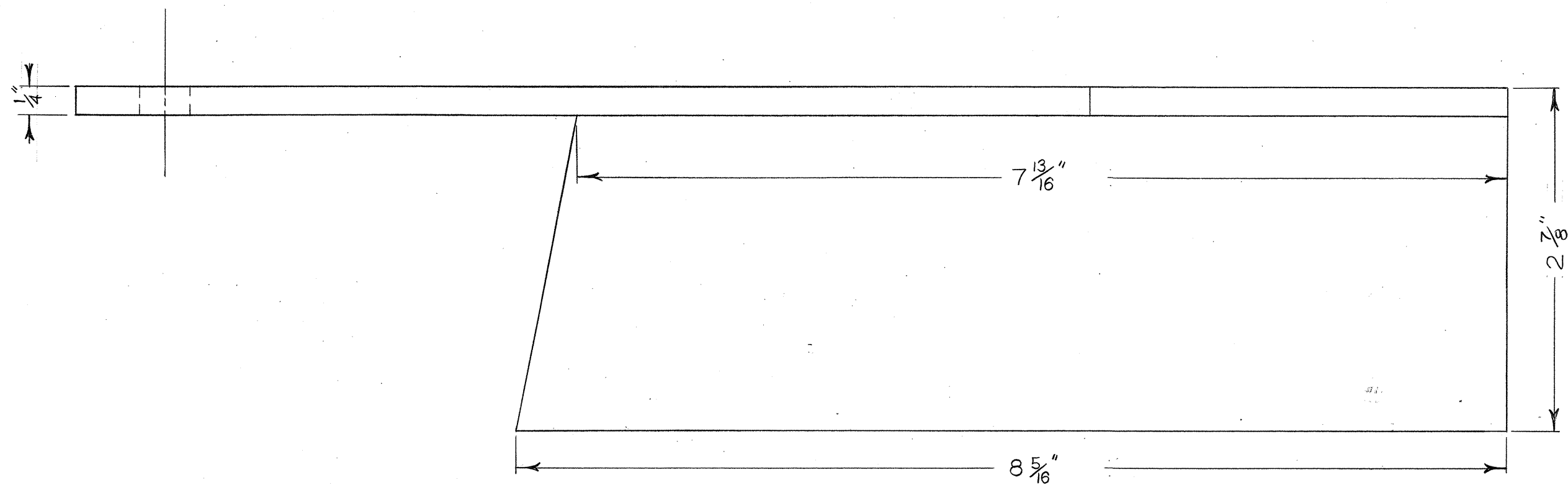
1138-3
15-41
5107 C-1-B

KETTENBURG MARINE			
2810 CARLETON STREET, SAN DIEGO, CALIF.			
K41 SCHEMATIC WIRING & ELEC- TRICAL DIAGRAM		DRAWN BY <i>Charles L. Woodward</i>	DATE 9/29/67
		CHECKED BY <i>John Miller</i>	SCALE NONE
		APPROVED BY <i>[Signature]</i>	DRWG. 300
		DATE	SHEET 1 OF 1

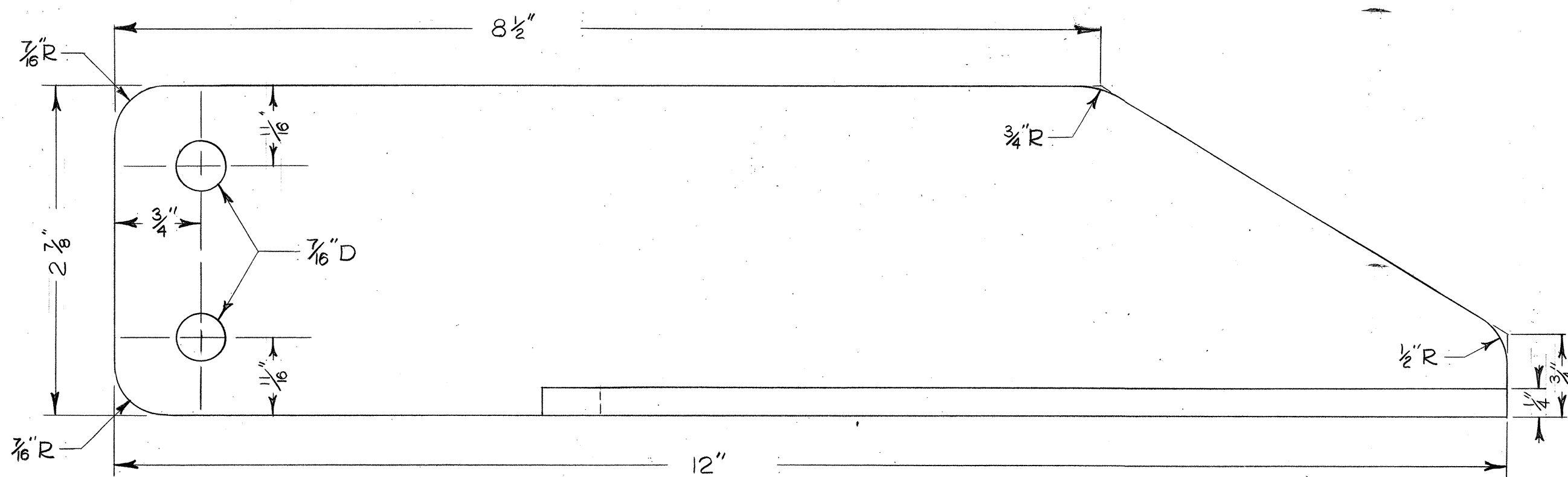


K41	EXTRA
WHEEL STEERING SHEAVE SUPPORT	
SCALE 3"=1'-0"	CRJ
KETTENBURG	10/67

1139-8
H-41
SLOT C-1-B



TOP VIEW



FRONT VIEW
PORT CHAIN PLATE

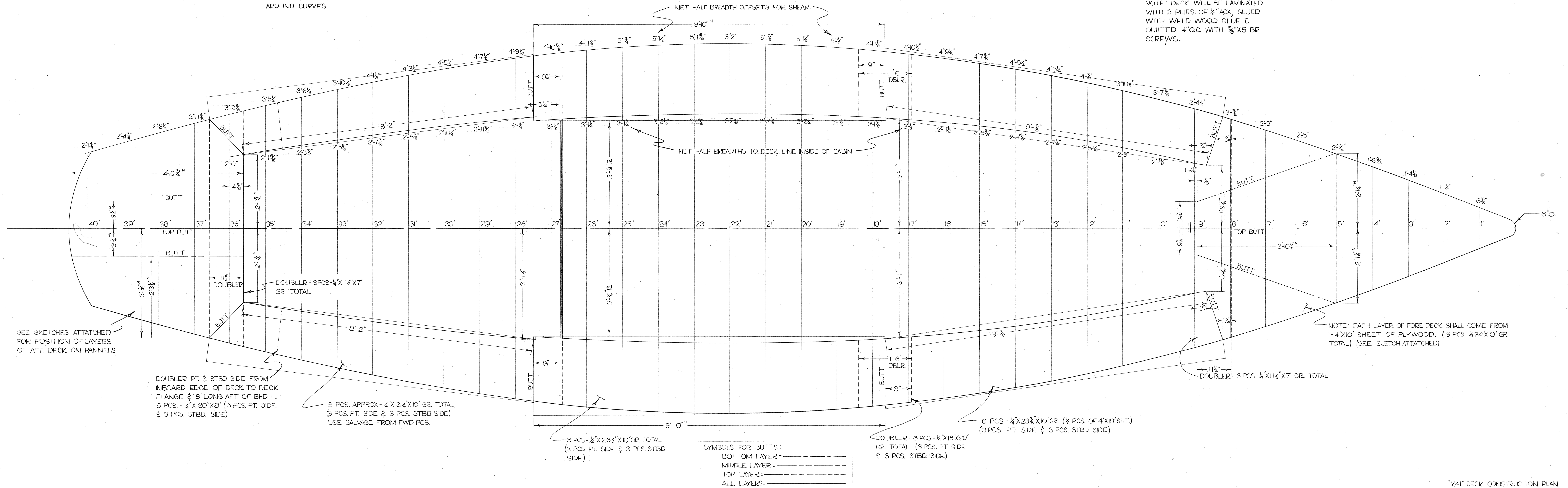
NOTE: MAKE STBD. CHAIN PLATE
OPPOSITE OF PORT CHAIN PLATE.

"K41" UPPER SHROUD CHAIN PLATES
BY KETTENBURG
MAY, 1966
FULL SCALE

1139-2
K-41
slot C-1-B

NOTE: ALL DIMENSIONS MUST BE MEASURED STRAIGHT ACROSS NOT AROUND CURVES.

NOTE: DECK WILL BE LAMINATED WITH 3 PLYS OF $\frac{1}{4}$ " ACX, GLUED WITH WELD WOOD GLUE & QUILTED 4" O.C. WITH $\frac{3}{8}$ " X 5 BR SCREWS.



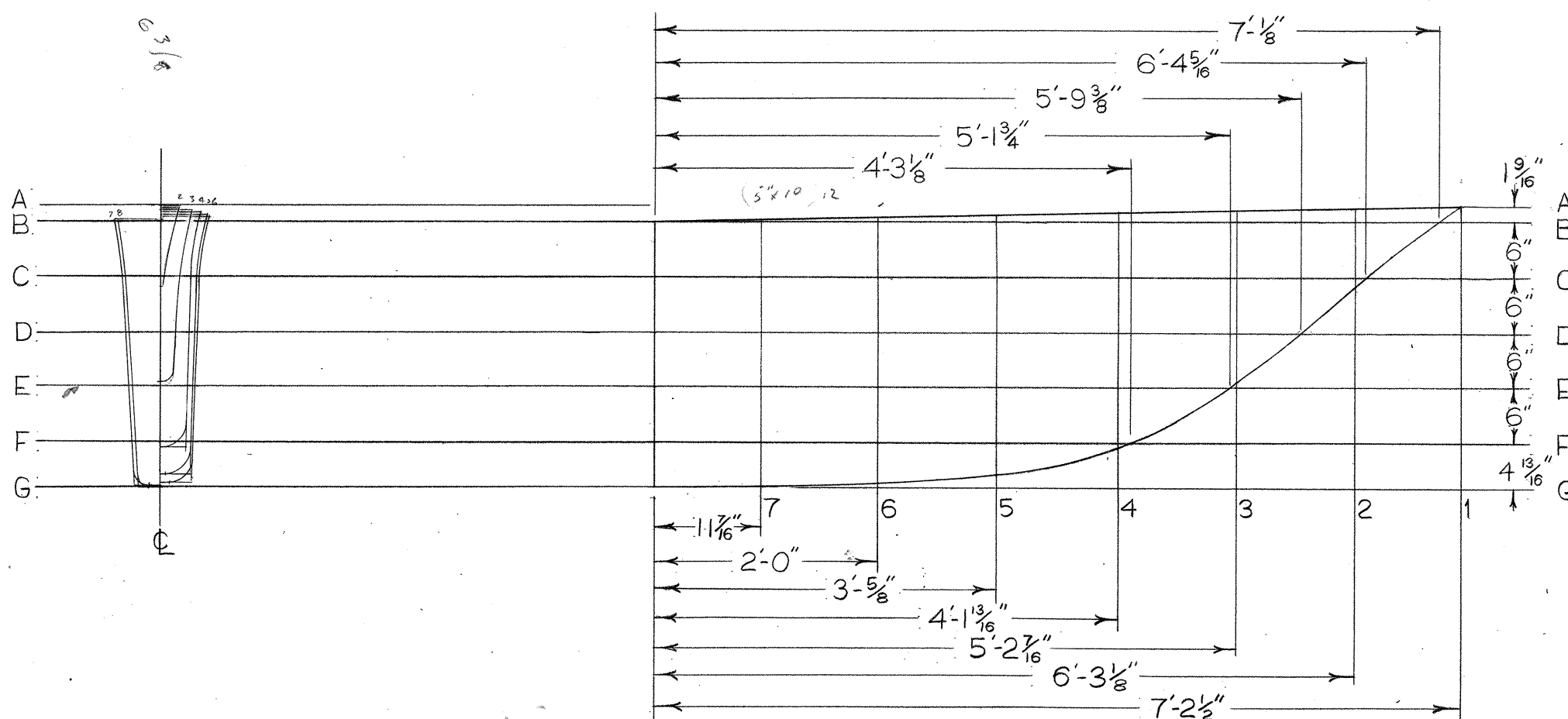
"44" DECK CONSTRUCTION PLAN
 BY KETTENBURG
 MAY, 1966
 SCALE 1"=1'-0"

1139-14
 H-41
 S/Ot C-1-B

NOTE: ESTIMATED WEIGHT
OF LEAD KEEL = 4,970 LBS.

(HALF BREADTHS)

TABLE OF OFFSETS FOR K41 LEAD KEEL								
	1	2	3	4	5	6	7	8
A	—	2"	3 $\frac{3}{8}$ "	4 $\frac{5}{16}$ "	5"	5 $\frac{3}{16}$ "	5"	4 $\frac{1}{2}$ "
B	—	1 $\frac{9}{16}$ "	3 $\frac{1}{8}$ "	4"	4 $\frac{1}{16}$ "	5 $\frac{1}{16}$ "	4 $\frac{15}{16}$ "	4 $\frac{1}{2}$ "
C	—	3 $\frac{3}{8}$ "	2"	3 $\frac{1}{4}$ "	3 $\frac{7}{8}$ "	4 $\frac{1}{8}$ "	4 $\frac{1}{16}$ "	3 $\frac{3}{4}$ "
D	—	—	1 $\frac{9}{16}$ "	3 $\frac{1}{16}$ "	3 $\frac{5}{8}$ "	3 $\frac{15}{16}$ "	3 $\frac{3}{4}$ "	3 $\frac{3}{8}$ "
E	—	—	—	2 $\frac{15}{16}$ "	3 $\frac{7}{16}$ "	3 $\frac{1}{16}$ "	3 $\frac{3}{8}$ "	2 $\frac{15}{16}$ "
F	—	—	—	2 $\frac{13}{16}$ "	3 $\frac{3}{8}$ "	3 $\frac{1}{2}$ "	3"	2 $\frac{5}{8}$ "
G	—	—	—	—	—	—	—	2 $\frac{3}{8}$ "



1139-7
H-41

Sgt C-1-B

K41 LEAD KEEL LINES & OFFSETS

BY KETTENBURG

SCALE $\frac{3}{4}$ " = 1'-0"

JANUARY, 1966

K006.013

K41 LEAD KEEL LINES & OFFSETS