

SERIAL NO CV-2

U.S.S. LEXINGTON-CV2

BOOKLET OF GENERAL PLANS

"RESTRICTED"

NOTE: IF COPY OF THIS BOOKLET IS DESTROYED OR CUSTODY CHANGED, THE YARD BY WHOM ISSUED SHOULD BE SO NOTIFIED

ACCOUNTABLE

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PREPARED AT
NAVY YARD PUGET SOUNDRETRACED FROM BOOKLET BU.C&R. NO.
123062A TO I INCL. PREPARED BY:
BETHLEHEM SHIPBUILDING CORP.TRACED: *Paul J. Schmidt*CHECKED: *Paul W. Comings*SUPERVISOR: *H. E. Bailey*CHIEF DRAFTSMAN: *H. E. Bailey*

DATE: 3-26-36

APPR'D. *R. Hanson* CAPT. (C-3) U.S.N.
PLANNING OFFICER

BU.C&R. NO. 123062

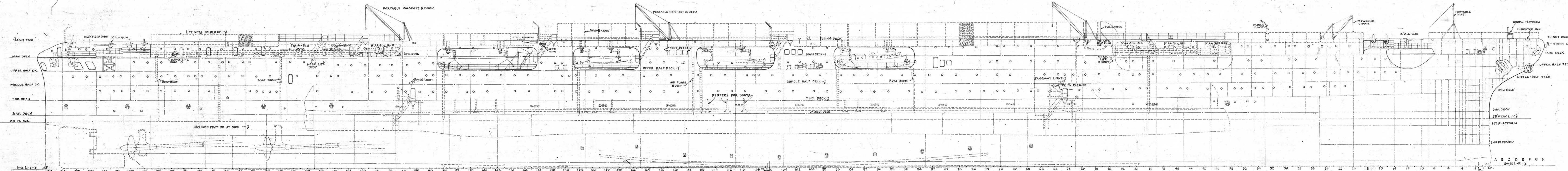
ALTERATIONS

NAVY YARD	DATE	DESCRIPTION	APPR'D
NY.P.S.	3-26-36	RETRACED AND CORRECTED TO 10-15-35 AND REVISED TO CONFORM WITH BU.C&R LETTER NO. 51-3 (4)(R1) EN7/A2-11(271) OF 24 JAN. 1934, AND BU. C. & R. LETTER 51-3 (4)(DC) EN7/A2-11 OF 20 MARCH 1935.	<i>K 12</i> <i>21/10/36</i>
NY.P.S.		SEARCHLIGHT PLATFORM ON STACK DELETED. NEW BARRIERS, ARRESTING GEAR & DECK EXTENSION ADDED TO FLIGHT DECK. COMPT. A-622/2-T ADDED IN HOLD & INNER BOTTOM. MISCELLANEOUS COMPT. ASSIGNMENTS AND NUMBERS MODIFIED AND OTHER MINOR CHANGES CORRECTED TO 4/9/37.	<i>R 22</i> <i>4/9/37</i>
R.S.N.Y.	11/1/39	TOP OF PILOT HOUSE: FLAG PLOT. EXTENDED. FLIGHT DK: 40' MB. CHANGED TO 40' M.L. MAIN DK: HATCH FR. 16 P. RELOCATED TO STBD. RADIO STOREROOM CHANGED TO MOVIE BOOTH, FR. 82 E. UPPER HALF DK: 1ST LIEUT. OFF. CHANGED TO ASSEMBLY & REPAIR OFF. VF-2 SQUADRON OFF. FR. 19 PADDED. MIDDLE HALF DK: 1ST LIEUT. NAVIGATOR, & DAMAGE CONTROL OFFICES RELOCATED. 2ND & HANGER DK: 2-30' S.W.B. FR. 12 & 5 ADDED, D-301 CHANGED TO D-234-T, D-201-B CHANGED TO D-201-L. 3RD DK: PORTABLE BAT. CHARGING STATION CHANGED TO ELECT. STOREROOM, FR. 152 E. 1ST LIEUT. OFF. CHANGED TO DIESEL OIL. THE FOLLOWING VOID COMPTS. CHANGED TO FRESH WATER BALLAST TANKS: A-52-W, A-26-W, A-38-W, A-40-W, A-52-W, A-64-W, A-66-W, A-70-W, A-72-W, A-78-W, A-454-W, A-456-W, A-458-W, A-460-W, AND A-462-W. AUTH. BU.C&R LETTER CV2/S29-B (C&DC) OF 7 JAN. 1939. A-622/2-T CHANGED TO A-914 1/2-T & OTHER MISCL. MINOR CHANGES.	<i>R.H.C.</i> <i>1/31/39</i>
R.S.N.Y.	5-7-41	2ND PLATFORM: CHANGED A-510M TO 3/50 CAL. A.A. AMM. D-515A TO D-515M ORDNANCE STORES. CHANGED D-512 A TO 5" A.A. AMM. D-512 M. 3RD DECK: DELETED TRANSOMS IN C.P.O. QUARTERS. A-308L, A-309L AND A-310L. CHANGED D-343 A TO G.S.K. STORES. CHANGED D-347 A TO SHIP'S SERV. STORES. 2ND DECK: DELETED CAPSTAN ROOM. MIDDLE HALF DECK: CHANGED A-116-TL TO CREW. CHANGED D-110-A TO LAUNDRY ISSUE ROOM. UPPER HALF DECK: RELOCATED WM. BHD. IN A-0103-A. MAIN DECK: ADDED 3" A.A. GUN ON GUN PLATFORMS FORE AND AFT. EXTENDED FORWARD GUN PLATFORM. FLIGHT DECK: RELOCATED CRASH BARRIERS. ADDED LIFE NETTINGS P&S SIDES. BRIDGES: CHANGED TOP OF DECK HOUSE & SALUTING GUN PLATFORM. ADDED 50 CAL. A.A. MACHINE GUNS ON TURRET TOP. AND OTHER MISCELLANEOUS MINOR CHANGES.	<i>R.C.</i> <i>1/1/41</i>

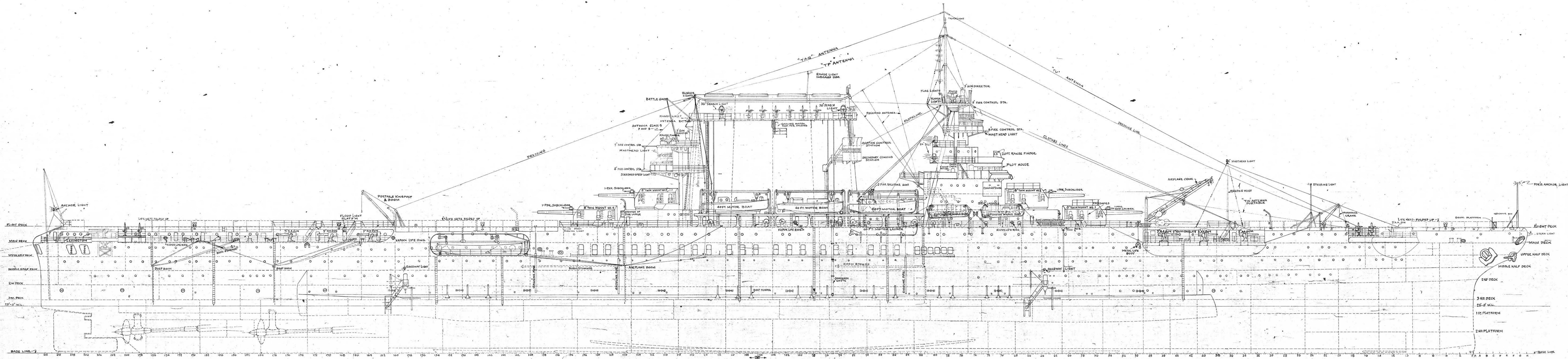
RETRACED FROM BOOKLET
BU. C&R. NO. 123062A
TO I INCL. PREPARED BY:
BETHLEHEM SHIPBUILDING CORP.
TRACED: *Paul J. Schmidt*
CHECKED: *Paul W. Comings*
SUPERVISOR: *H. E. Bailey*
CHIEF DRAFTSMAN: *H. E. Bailey*
DATE: 3-26-36

GENERAL DIMENSIONS	COMPLEMENT				SMALL BOATS			FIRE PLUGS																			
	COMMANDING OFFICER 1				NO.	SIZE	MEN EACH TOTAL	PLUG NO	DECK	SIDE	FRAME	COMPT.	PLUG NO	DECK	SIDE	FRAME	COMPT.	PLUG NO	DECK	SIDE	FRAME	COMPT.	PLUG NO	DECK	SIDE	FRAME	COMPT.
	WARDROOM OFFICERS 42							6-68	HOLD	S	68	A 80 E	2-63-1	SECOND DECK	S	63-64	A 212-T	01-83	UPPER HALF	P	83-84	BOAT RECESS	03-50	FLYING DECK	S	49-50	WEATHER
	JUNIOR OFFICERS (ENSIGN) 21				4	50 FT. MOTOR LAUNCHES	190 760	6-76-1	DO	S	76	B 1	2-63-2	DO	P	63-64	A 212-T	01-111	DO	P	111-112	DO	03-61	DO	S	61-62	DO
	WARRANT OFFICERS 18				5	40 FT. MOTOR BOATS	37 185	6-76-2	DO	P	76	B 2	2-79	DO	S	79-80	B 201	01-125	DO	P	125-126	DO	03-81	DO	S	82-82	DO
	TOTAL SHIPS OFFICERS 82							6-89-1	DO	S	88-89	B 3	2-83	DO	P	83-84	B 201	01-144-1	DO	S	144-145	DO	03-96	DO	S	96-97	DO
	AVIATION OFFICERS :				1	40 FT. MOTOR LAUNCHES	90 90	6-89-2	DO	P	88-89	B 4	2-88	DO	S	88-89	B 201	01-158	DO	S	158-159	C-0105 T	03-111	DO	S	111-112	DO
	WARDROOM OFFICERS 94				2	36 FT. MOTOR LAUNCH	70 140	6-91-1	DO	S	91-92	B 5	2-94	DO	P	94-95	B 201	01-158	DO	S	158-159	C-0105 T	03-126	DO	S	126-127	DO
	JUNIOR OFFICERS 21				2	30 FT. MOTOR LAUNCH	40 80	6-91-2	DO	P	91-92	B 6	2-96	DO	P	96-97	B 208-T	01-159	DO	P	159-160	C-0104 T					
	TOTAL AVIATION OFFICERS 115				2	26 FT. MOTOR WHALE BOATS	22 44	6-103-1	DO	S	102-103	B 7	2-107	DO	P	107-108	B 214-T	01-172	DO	P	172-173	C-0106 L					
TOTAL OFFICERS 197				2	14 FT. PUNTS		6-103-2	DO	P	102-103	B 8	2-121-1	DO	S	121-122	B 201	01-173	DO	S	173-174	C-0107 L						
							6-105-1	DO	S	105	B 9	2-121-2	DO	P	121-122	B 201	01-186	DO	S	186-187	D-0101 E						
							6-105-2	DO	P	105	B 10	2-124	DO	P	124-125	B 218-T	01-187	DO	P	187-188	D-0102 E						
							6-117-1	DO	S	116-117	B 11	2-138	DO	P	138-139	B-224-T	01-200	DO	P	200-201	D-0103 T						
							6-117-2	DO	P	116-117	B 12	2-144	DO	S	144-145	B-201	02-9	MAIN DECK	S	9-10	A-0201-E						
							6-119-1	DO	S	119-120	B 13	2-145	DO	P	145-146	C-208-T	02-26	DO	S	27-27	A-0203 L						
							6-119-2	DO	P	119-120	B 14	2-161	DO	P	161-162	B-201	02-31	DO	S	31-32	WEATHER						
							6-132-1	DO	S	131-132	B 15	2-170-1	DO	S	170-171	B-201	02-37	DO	P	37-38	A-0204 L						
							6-132-2	DO	P	131-132	B 16	2-170-2	DO	P	170-171	B-201	02-39	DO	P	39-40	WEATHER						
							4-49	FIRST PLATFORM	S	49-50	A-426-T	2-186-1	DO	S	186-187	D-201-B	02-47	DO	P	47-48	DO						
							4-50	DO	P	49-50	A-426-T	2-186-2	DO	P	186-187	D-201-B	02-48	DO	P	48-49	A-0205 L						
							4-61-1	DO	P	61-62	A-443-T	1-23	MIDDLE HALF	S	23-24	A-107-L	02-55	DO	P	54-55	WEATHER						
							4-61-2	DO	S	61-62	A-444-T	1-36	DO	P	36-37	A-108-L	02-57	DO	S	57-58	A0207 M						
							3-48	THIRD DECK	S	48-49	309-L	1-48	DO	P	48-49	A-109-L	02-62	DO	P	62-63	A-0206 L						
							3-40	DO	P	40-41	A-308-L	1-61	DO	S	61-62	A-111-L	02-63	DO	S	63-64	A-0206 L						
							3-66-1	DO	S	66-67	A-312-E	1-63	DO	P	63-64	A-111-L	02-82	DO	S	82-83	B-0203 TL						
							3-66-2	DO	P	66-67	A-312-E	1-79	DO	P	79-80	B-102-L	02-83	DO	P	83-84	BOAT RECESS						
							3-79-1	DO	S	79-80	B-1	1-113	DO	P	113-114	B-112-L	02-95	DO	P	95-96	DO						
							3-79-2	DO	P	79-80	B-306-T	1-124	DO	P	124-125	B-114-L	02-112-1	DO	S	112-113	B-0209-L						
							3-89	DO	S	89-90	B-3	1-144-2	DO	P	144-145	C-104-TL	02-112-2	DO	P	112-113	BOAT RECESS						
							3-93	DO	P	93	B-324-T	1-144-1	DO	S	144-145	C-103-TL	02-124	DO	S	124-125	B0212 L						
							3-105	DO	S	109-106	B-9	1-159	DO	P	159-160	C-110-L	02-126	DO	P	126-127	BOAT R.						
							3-121	DO	P	121	C-322-T	1-162	DO	S	162-163	C101ML	02-134-1	DO	S	134-135	B0219 M						
							3-133	DO	S	133-134	D-301-A	1-170	DO	P	170-171	C 110 L	02-134-2	DO	P	134-135	BOAT RECESS						
							3-137	DO	P	137-138	D-301-A	1-171	DO	S	171-172	C 107 L	02-142	DO	P	142-143	DO						
							3-143-2	DO	P	143-144	D-301-A	1-186	DO	S	186-187	D-103-E	02-144	DO	S	144-145	DO						
							3-143-1	DO	S	143-144	D-301-A	1-187-1	DO	P	187-188	D-102-E	02-158	DO	S	158-159	C0205 T						
							3-160-2	DO	P	160-161	D-322-A	1-187-2	DO	P	187-188	B-201	02-159	DO	P	159-160	C0206 T						
							3-160-1	DO	S	160-161	D-322-A	1-201	DO	P	201-202	D-108-T	02-168	DO	S	168-169	WEATHER						
							3-170	DO	P	170-171	D-322-A	01-26	UPPER HALF	S	26-27	A-0111-L	02-172	DO	P	172-173	DO						
							3-173	DO	S	173-174	D-340-E	01-37	DO	P	37-38	A-0112-L	02-186	DO	P	186-187	DO						
							3-176	DO	P	176-177	D-340-E	01-47	DO	P	47-48	A-0113-L	02-187	DO	S	187-188	D0201-L						
							2-37	SECOND DECK	P	37-38	A-207-L	01-63-1	DO	S	63-64	A-0115-TL	02-194	DO	S	193-194	WEATHER						
							2-49	DO	S	49-50	A-210-L	01-63-2	DO	P	63-64	A-0115-TL	02-203	DO	P	203-204	D0202-L						
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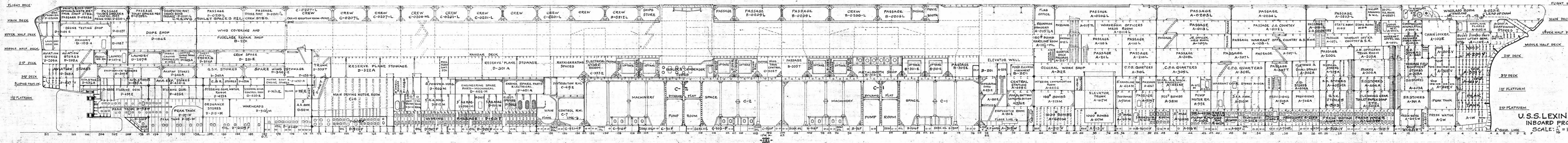
U. S. S. LEXINGTON
GENERAL INFORMATION

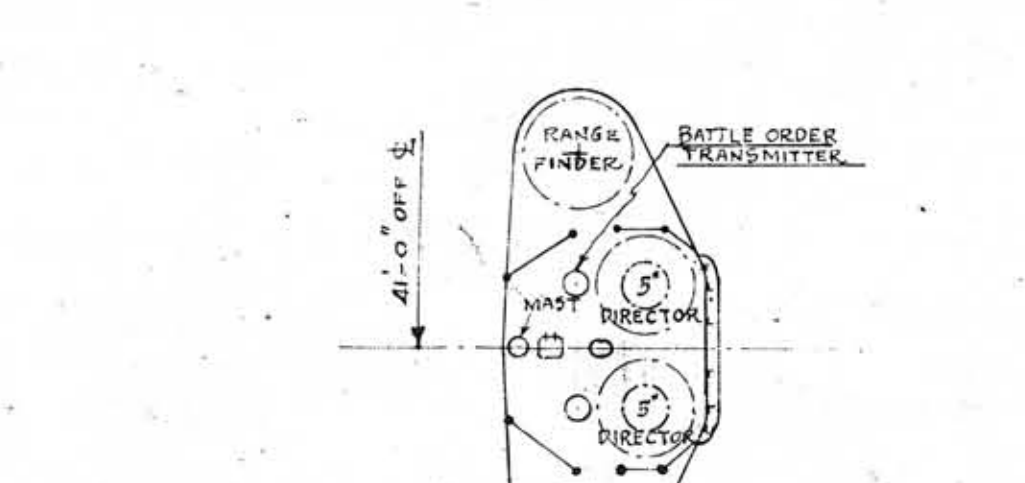
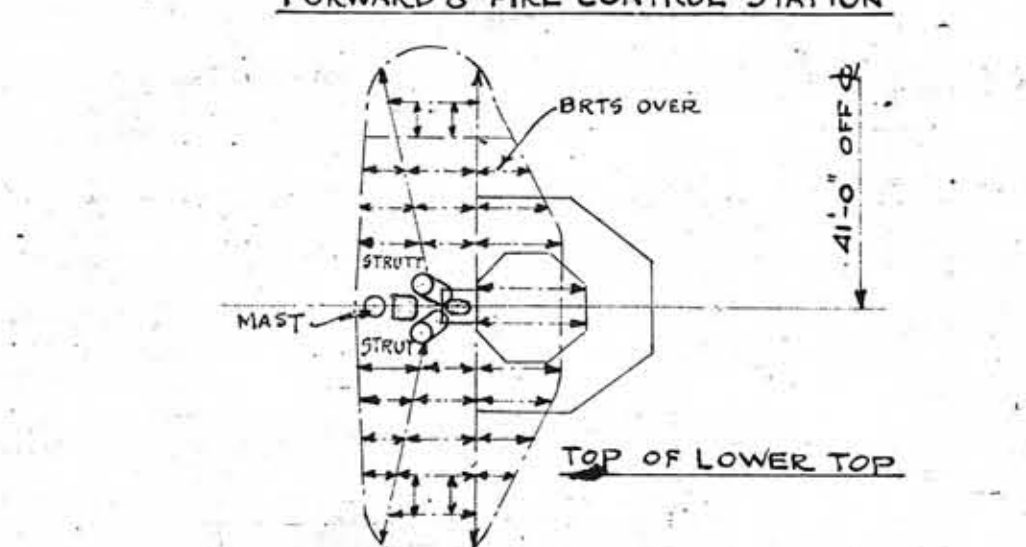
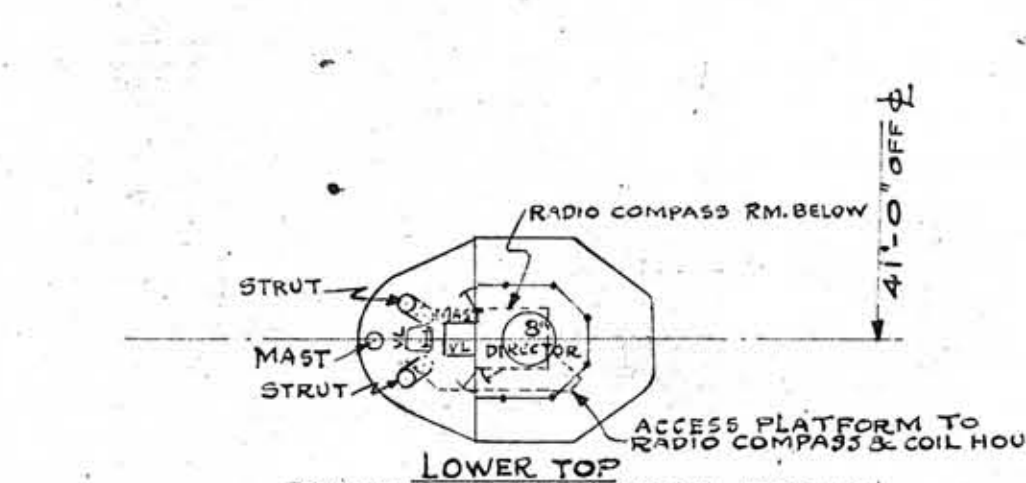
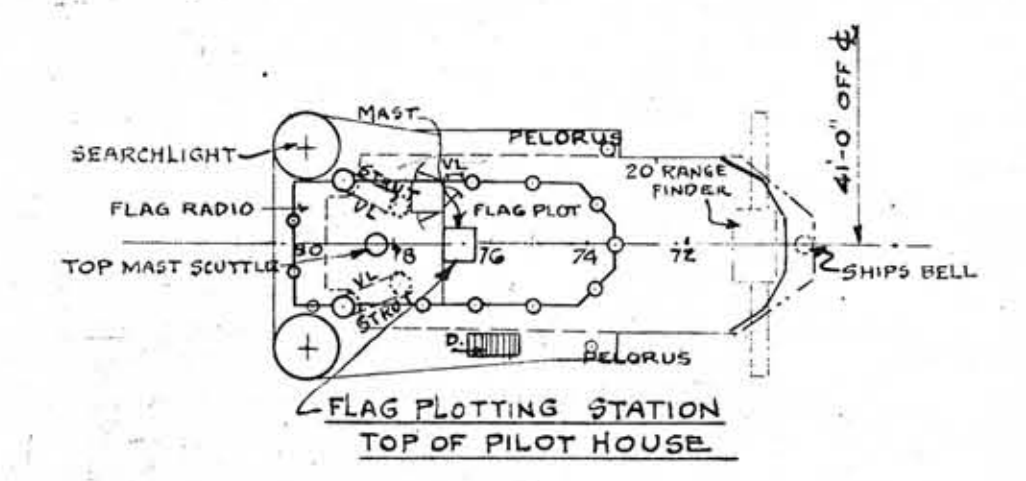
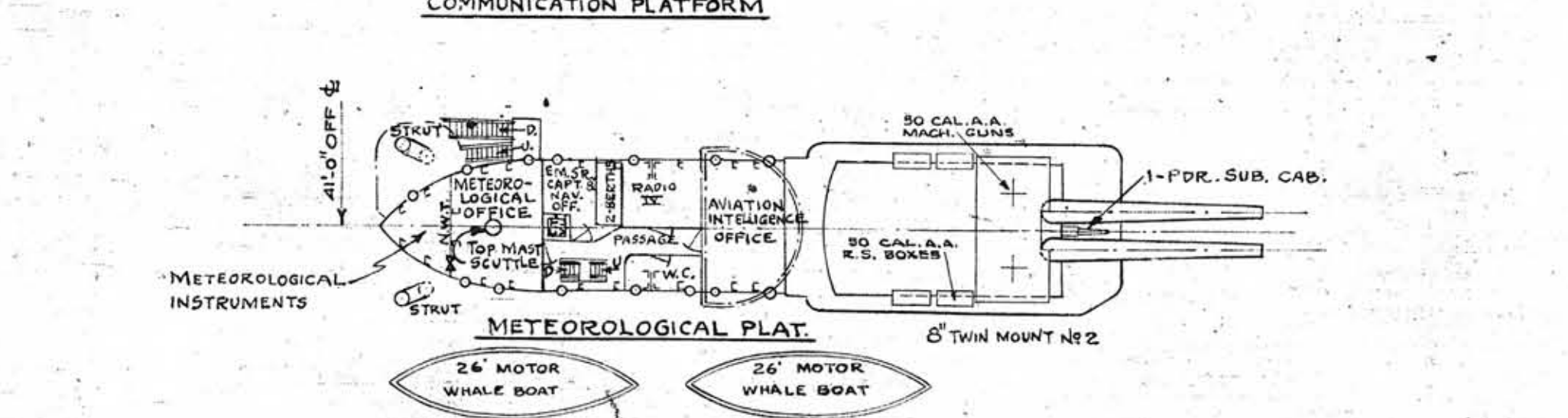
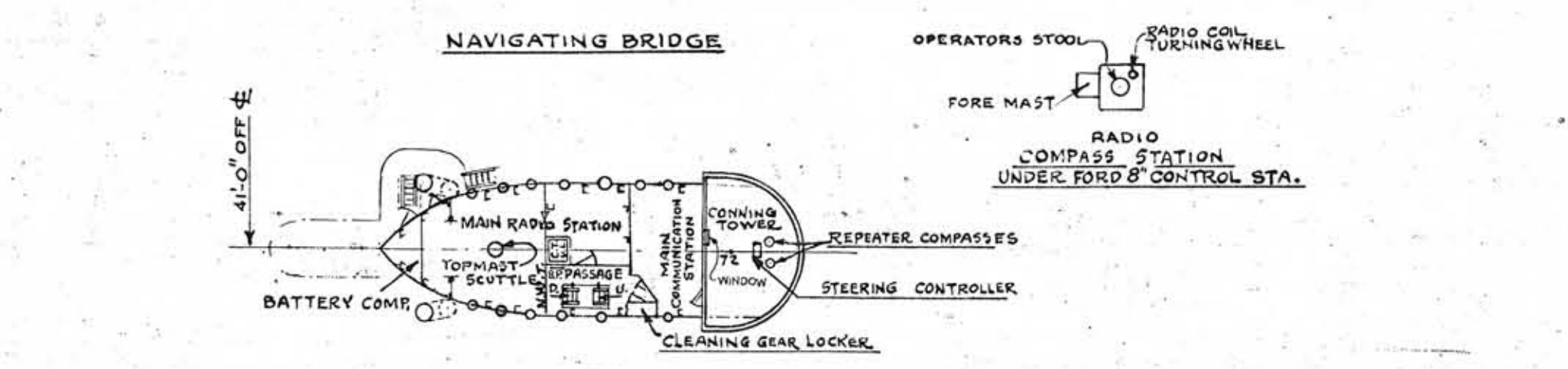
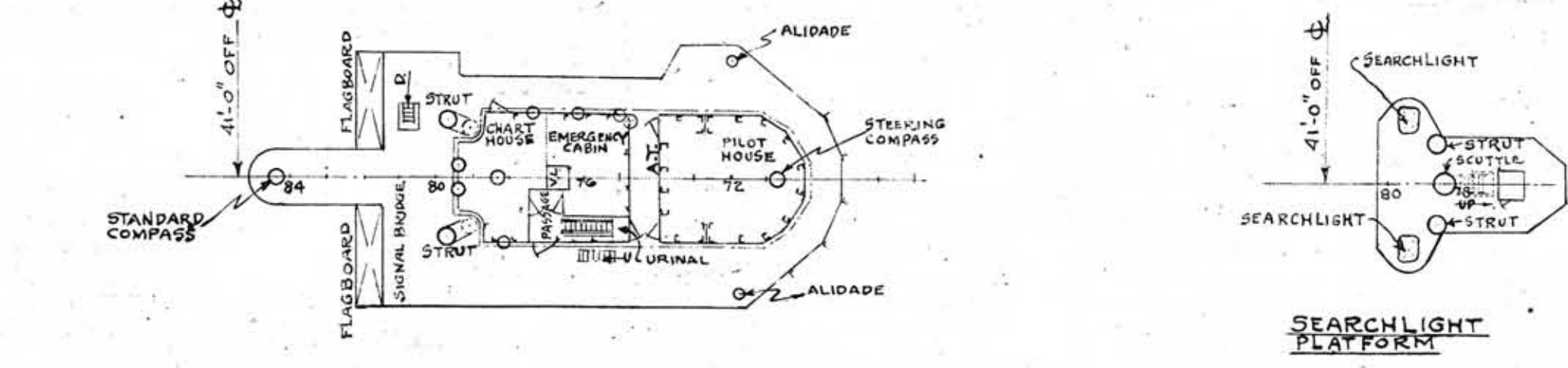
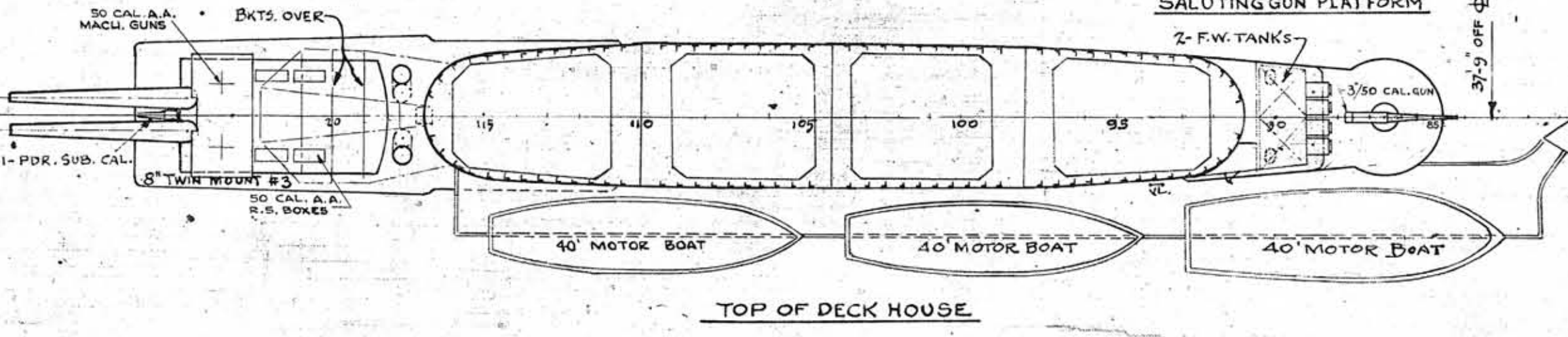
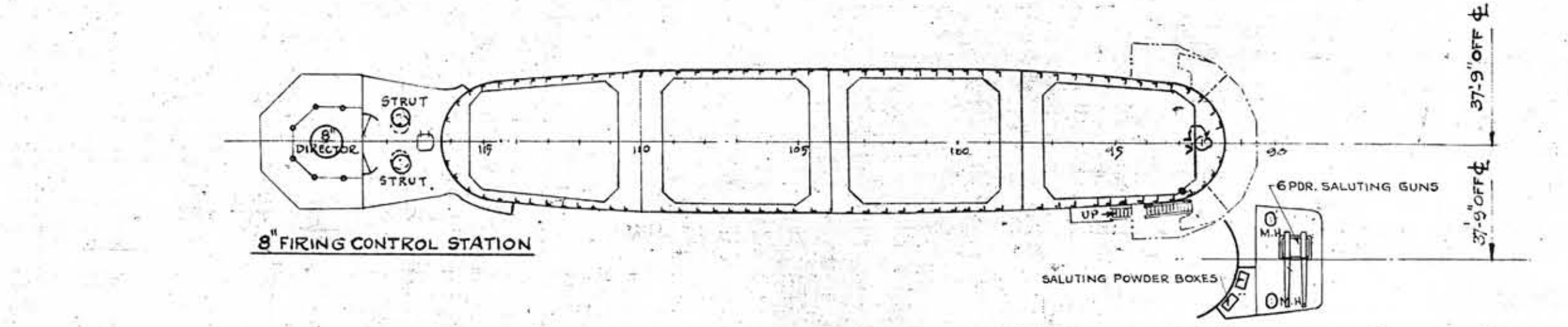
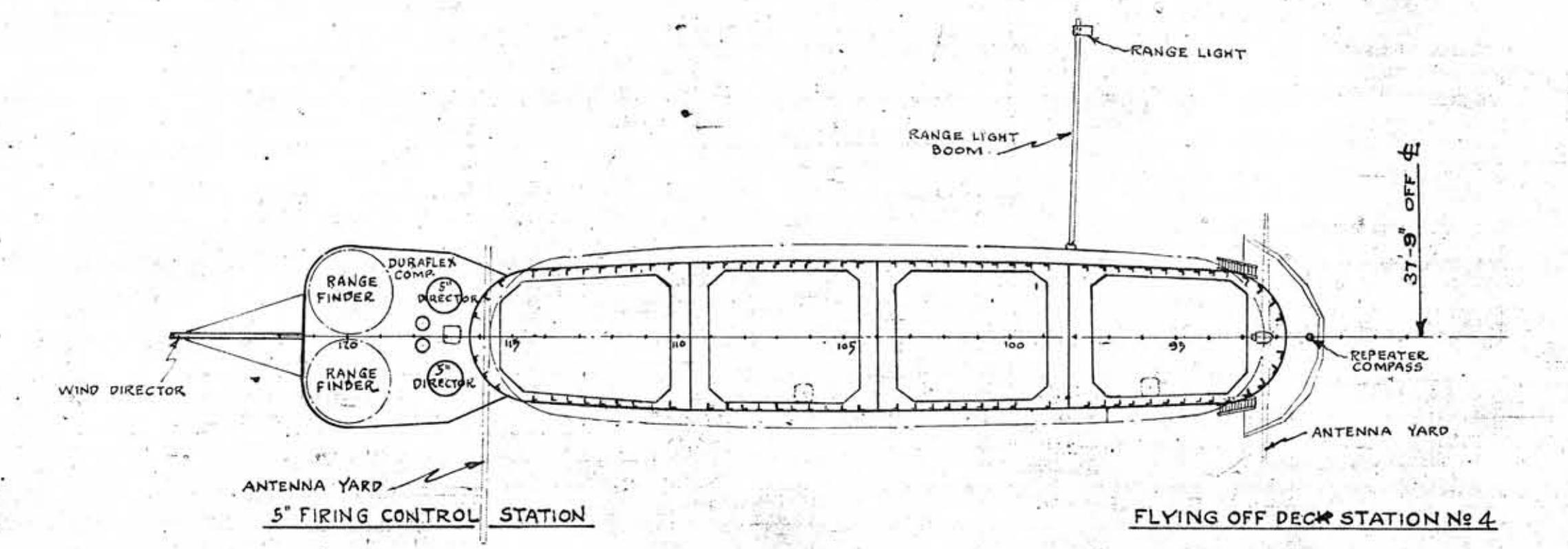
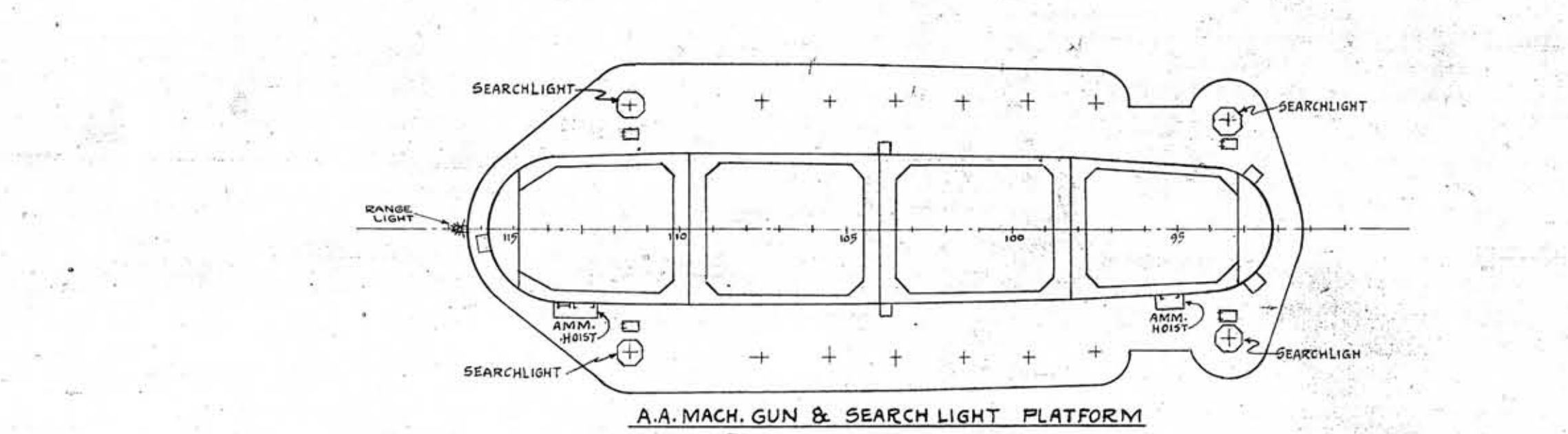


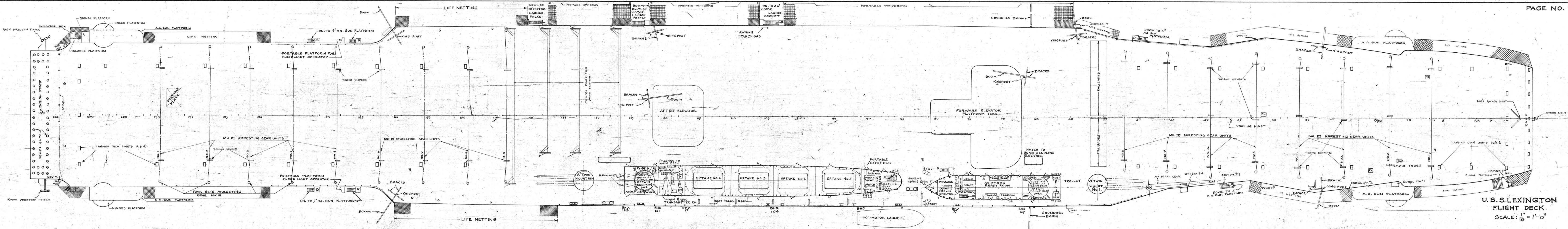
U.S.S. LEXINGTON
OUTBOARD PROFILE POR
SCALE: 1/16" = 1'-0"



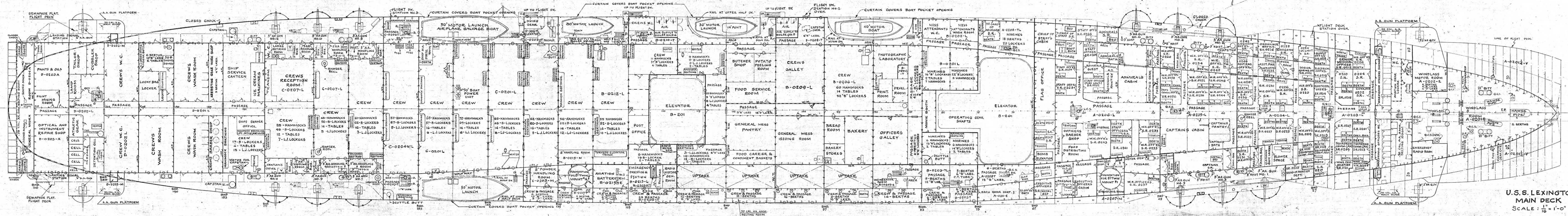
U.S.S. LEXINGTON
OUTBOARD PROFILE STARBOARD
SCALE: $\frac{1}{16}'' = 1'-0''$



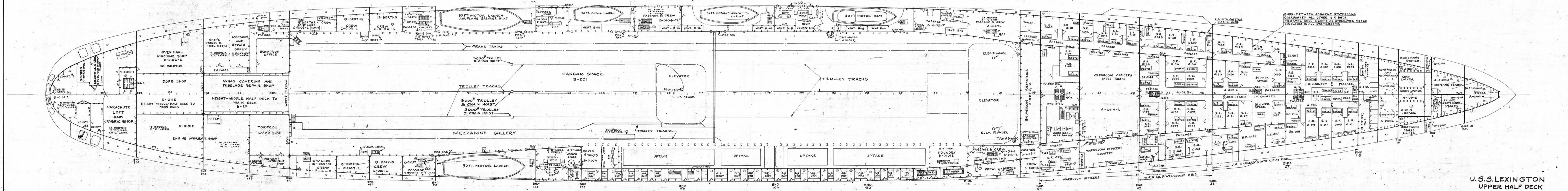




U.S.S. LEXINGTON
FLIGHT DECK
SCALE: $\frac{1}{16}'' = 1'-0''$

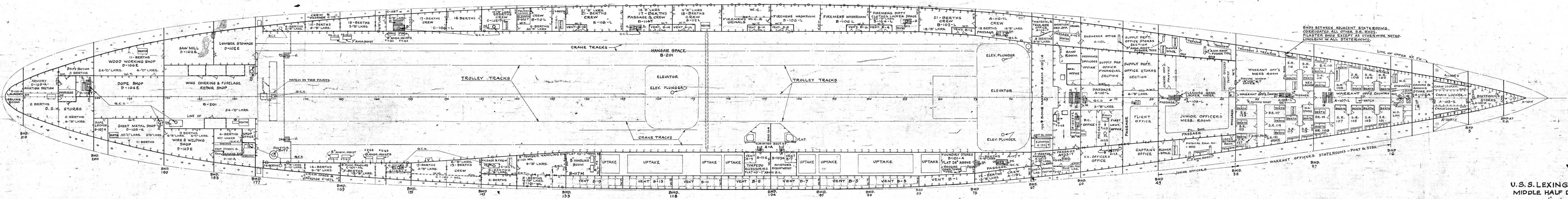


U.S.S. LEXINGTON
MAIN DECK
SCALE: $\frac{1}{16} = 1'-0"$



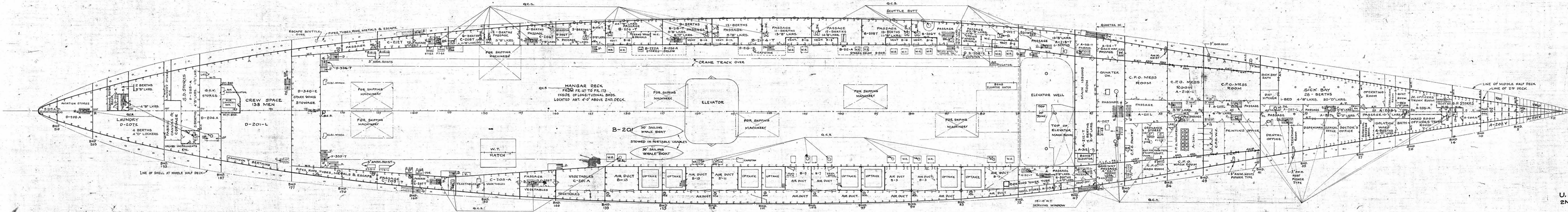
BHDS. BETWEEN ADJACENT STATEROOMS
CORRUGATED ALL OTHER S.R. BHDS.
PILASTER BHDS EXCEPT AS OTHERWISE NOTED
LINOLEUM IN ALL STATEROOMS

U. S. S. LEXINGTON
UPPER HALF DECK
SCALE: 1/16" = 1'-0"

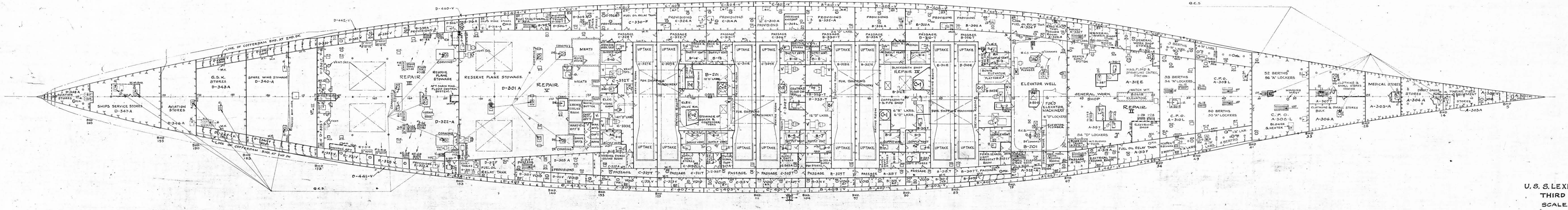


BHDS BETWEEN ADJACENT STATEROOMS CORRUGATED. ALL OTHER S.R. BHDS. PILASTER BHDS EXCEPT AS OTHERWISE NOTED. LINOLEUM IN ALL STATEROOMS.

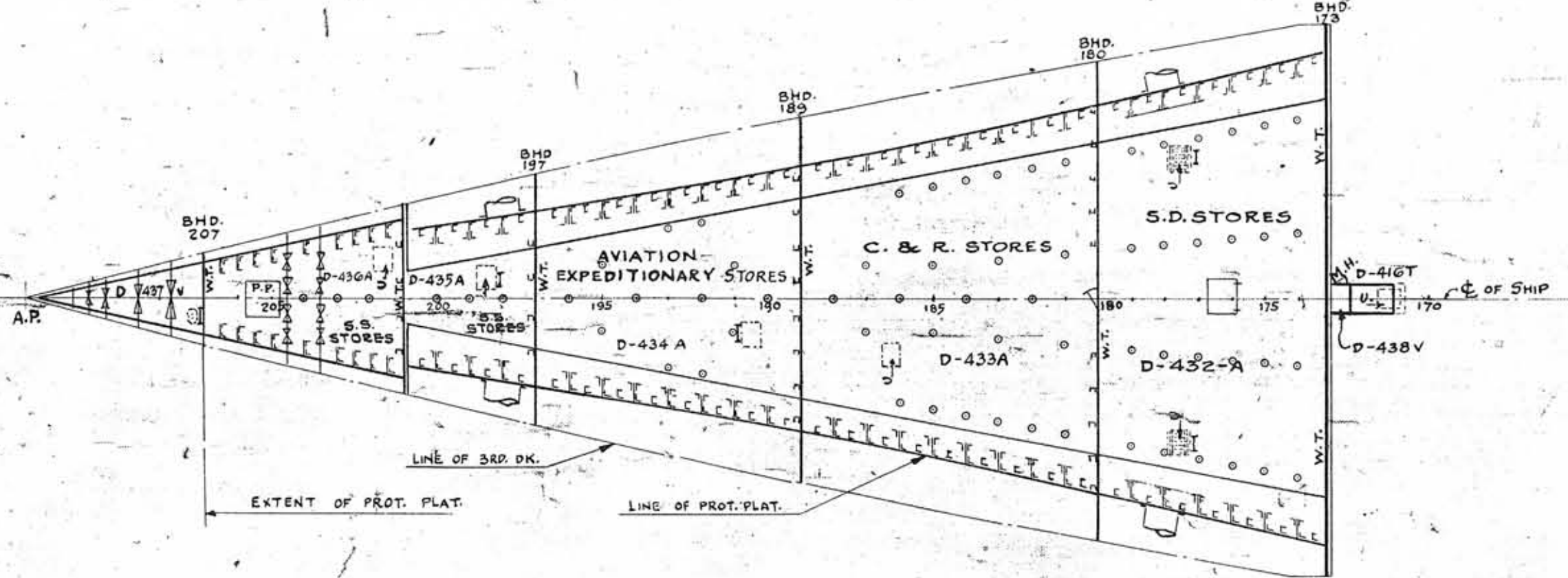
U.S.S. LEXINGTON
MIDDLE HALF DECK
SCALE: 1/16" = 1'-0"



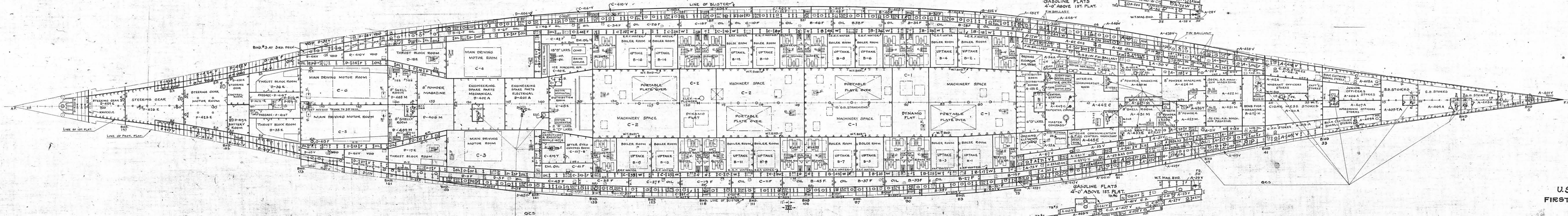
U.S.S. LEXINGTON
2ND. & HANGER DECK
SCALE : $\frac{1}{16}$ " = 1'-0"

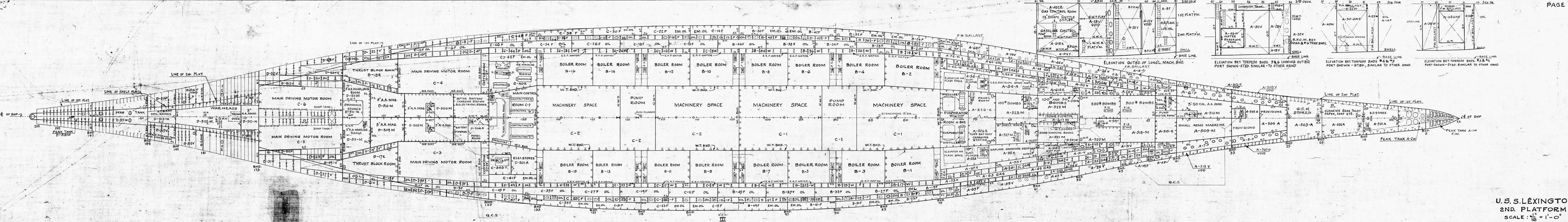


S. S. LEXINGTON
THIRD DECK
SCALE: $\frac{1}{16}'' = 1'-0''$

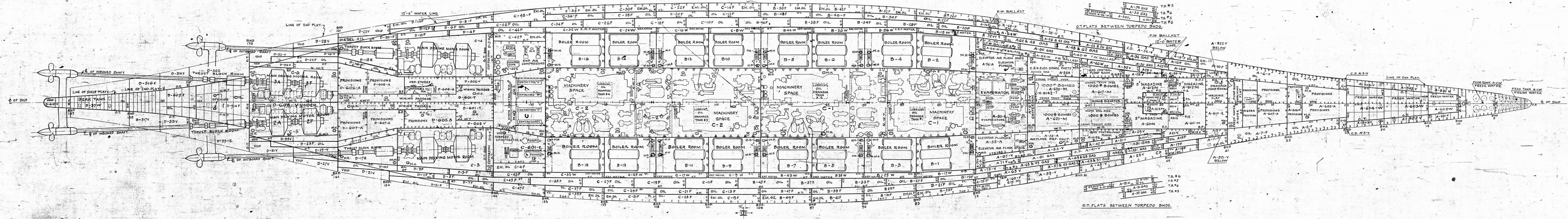


U.S.S. LEXINGTON
INCLINED PROTECTIVE PLATFORM
SCALE: $\frac{1}{16}'' = 1'-0''$

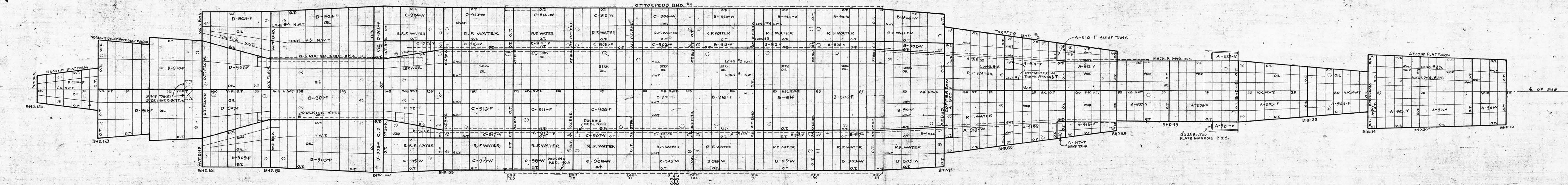




U. S. S. LEXINGTON
2ND. PLATFORM
SCALE: $\frac{1}{16}'' = 1' - 0''$



U.S.S. LEXINGTON
HOLD
SCALE: 1/16" = 1'-0"



U.S.S. LEXINGTON
INNER BOTTOM EXPANDED.
SCALE: $\frac{1}{16}'' = 1'-0''$