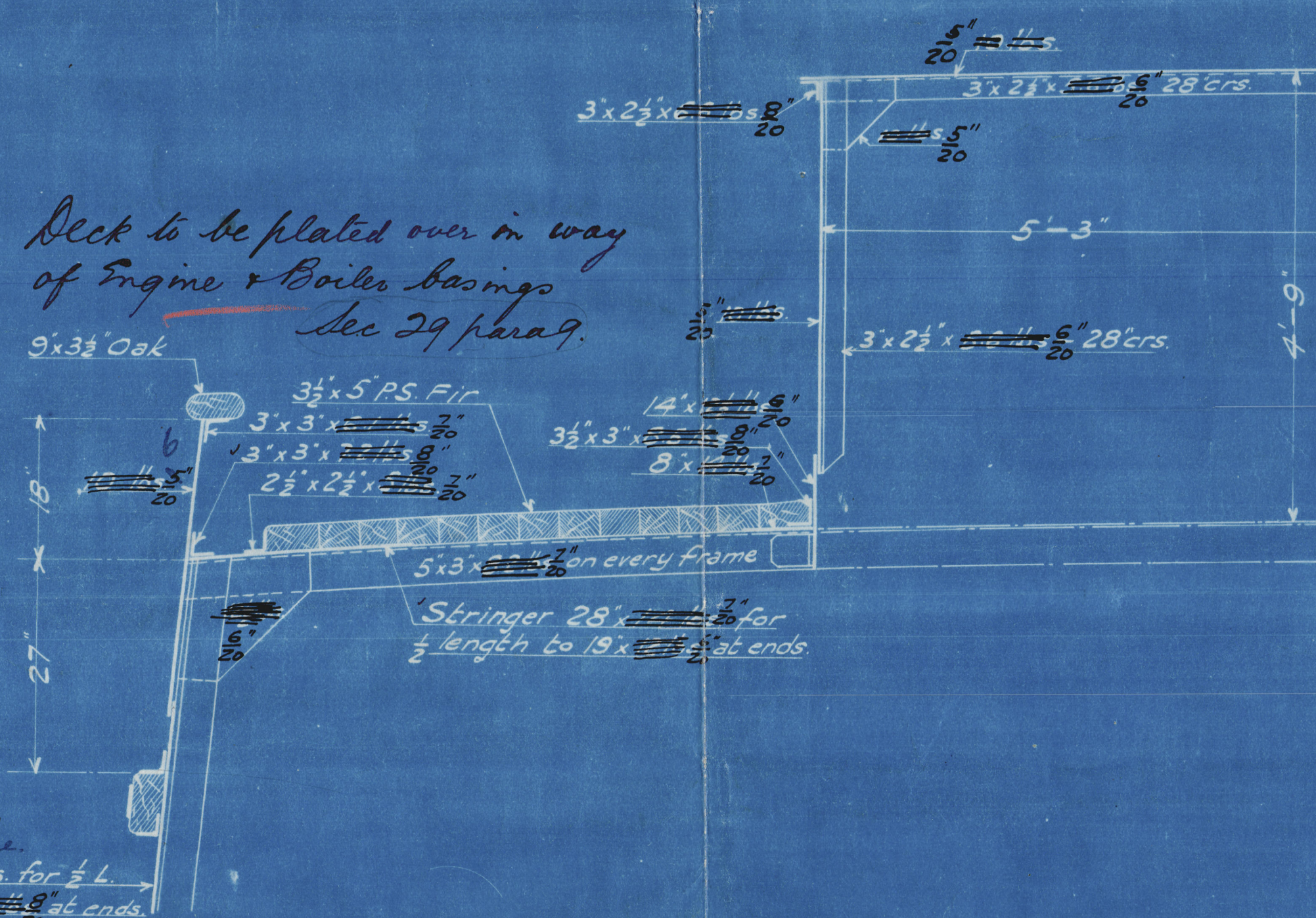
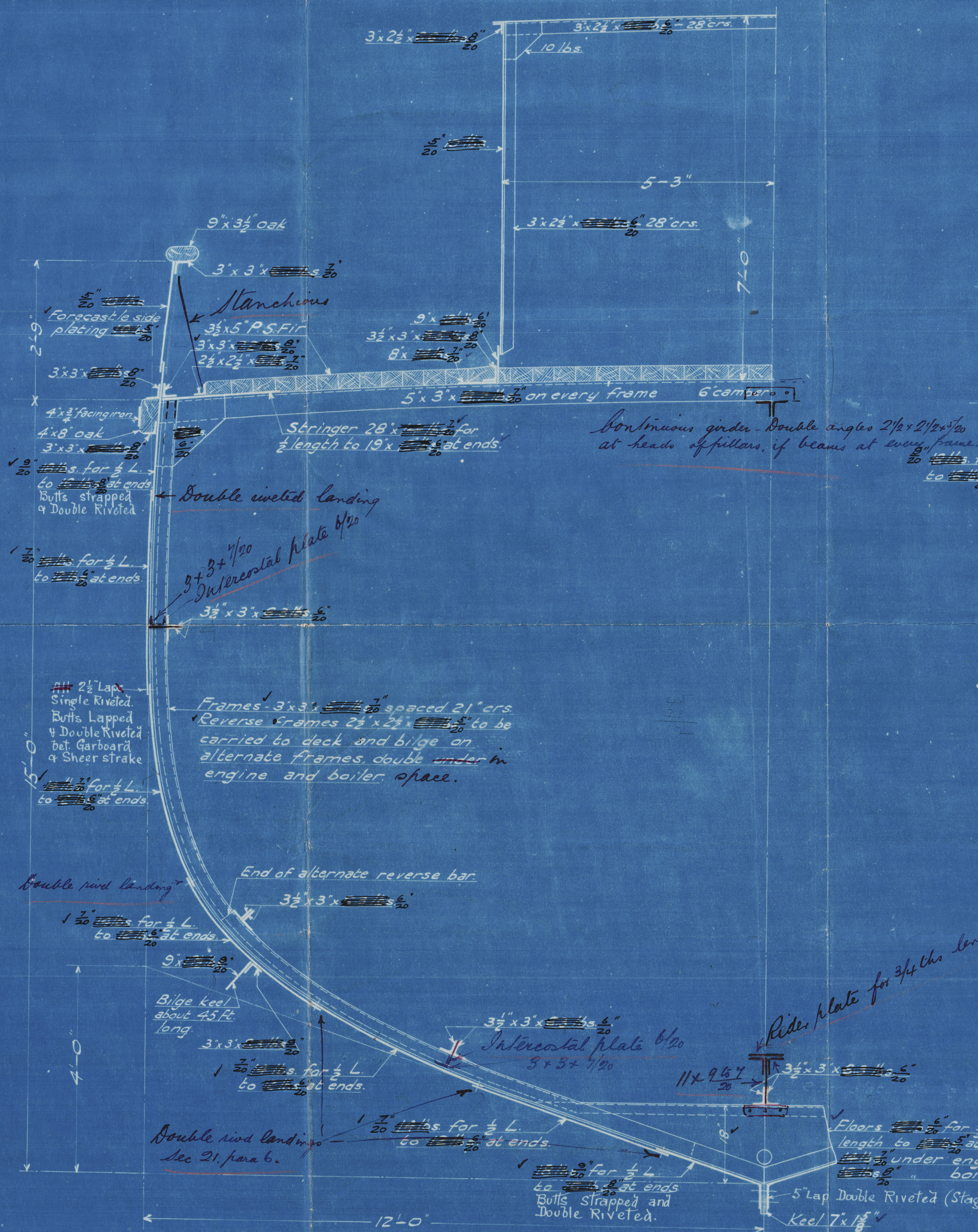


25.9.06



- ✓ Keel - $7' \times \frac{13}{16}"$
- ✓ Stem - $6\frac{1}{2}' \times \frac{5}{16}"$
- ✓ Stern Post - $6\frac{1}{2}' \times 3\frac{1}{2}"$
- ✓ Rudder stock $4\frac{3}{4}"$ dia.
- ✓ Floors - $18' \times \frac{5}{16}"$ for $\frac{3}{4}$ length to $\frac{5}{16}"$ at ends. $\left\{ \begin{array}{l} \frac{5}{16}" \text{ under engine} \\ \frac{5}{16}" \text{ boiler} \end{array} \right.$
- ✓ Frames - $3' \times 3' \times \frac{5}{16}"$ spaced $21"$ crs.
- ✓ Reverse frames - $2\frac{1}{2}' \times 2\frac{1}{2}' \times \frac{5}{16}"$
- Main Dk. beams $5' \times 3' \times \frac{5}{16}"$ one every frame.
- Lower " " $4' \times 3' \times \frac{5}{16}"$
- Forecastle " " $5' \times 3' \times \frac{5}{16}"$
- Pillars $2\frac{1}{2}'$ dia solid spaced $42"$ apart, and as per Table S. 1.0
- ✓ Bulkheads - All $\frac{5}{16}"$

Single Screw Steel Trawler
139'-0" x 24'-0" x 15'-0" mld depth.
Midship Section
The Moran Company
Seattle Wash.
Scale: $\frac{3}{4}$ " = 1 foot. Sept. 8th 06

Midship Section

S.S. Chicago

Dec. 215.



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