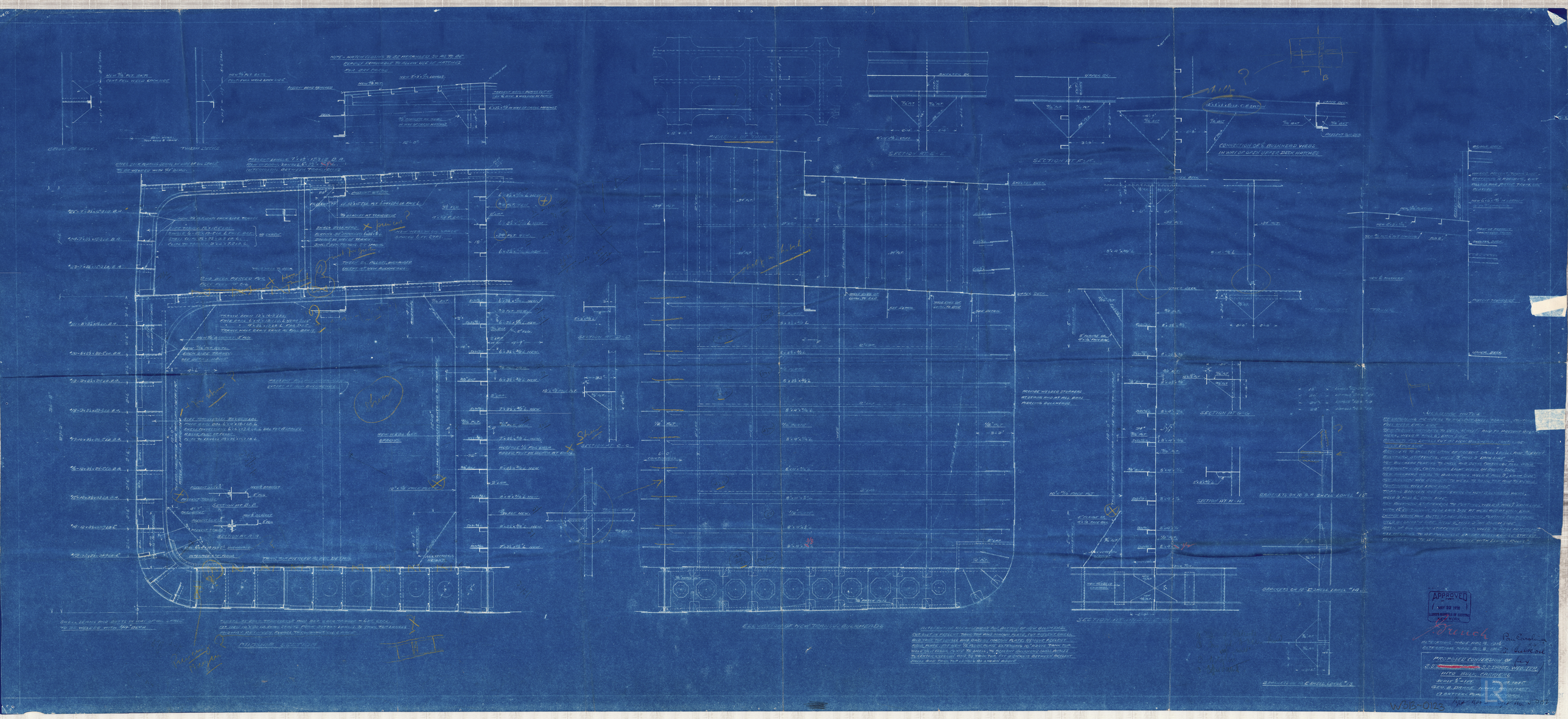

MIDSHIP SECTION
ELEVATION OF NEW TRANSV. BULKHEADS
SECTION AT E-E
SECTION AT F-F
SECTION AT G-G
SECTION AT H-H
SECTION AT C-C
SECTION AT D-D
SECTION AT A-A
SECTION AT B-B
SECTION AT J-J
SECTION AT K-K
SECTION AT L-L
BRACKETS ON 10 B.A. SHELL LONGL. #15
BRACKETS ON 14 C SHELL LONGL. #14
BRACKETS ON 13 C SHELL LONGL. #13
CONNECTION OF 5/8 BULKHEAD WEBS IN WAY OF OPEN UPPER DECK HATCHES
PROVIDE WELDED STOPPERS AT SEAMS AND AT ALL BOLL PIERCING BULKHEADS
ALTERNATIVE ARRANGEMENT FOR BOTTOM OF NEW BULKHEAD
CUT SLOT IN PRESENT TANK TOP AND RANGING PLATE, CUT PRESENT SHELL AND TANK TOP LOWER AND BACK OF RANGING PLATE, REMOVE PRESENT TANK PLATE, PUT NEW 1/2 PLUG PLATE, EXTENDING 10" ABOVE TANK TOP. WELD VERTICAL PLATE TO SHELL, TO PRESENT BULKHEAD SHELL PLATES TO CENTER, CUTTING AND TO TANK TOP. CUT BRACKETS BETWEEN PRESENT SHELL AND TANK TOP LOWER AS SHOWN ABOVE
APPROVED
MAY 22 1936
LLOYD'S REGISTER OF SHIPPING
NEW YORK
French
Pan Carolina
ALTERATIONS MADE APR. 14, 1936
ALTERATIONS MADE DEC. 8, 1936
PROPOSED CONVERSION OF
S.S. [redacted] S.S. TRANT. WEBSTER
INTO BULK CARRIERS
SCALE 1/8" = 1 FT.
GEO. B. DRAKE, NAVAL ARCHITECT
17 BATTERY PLACE NEW YORK
WSB-0123