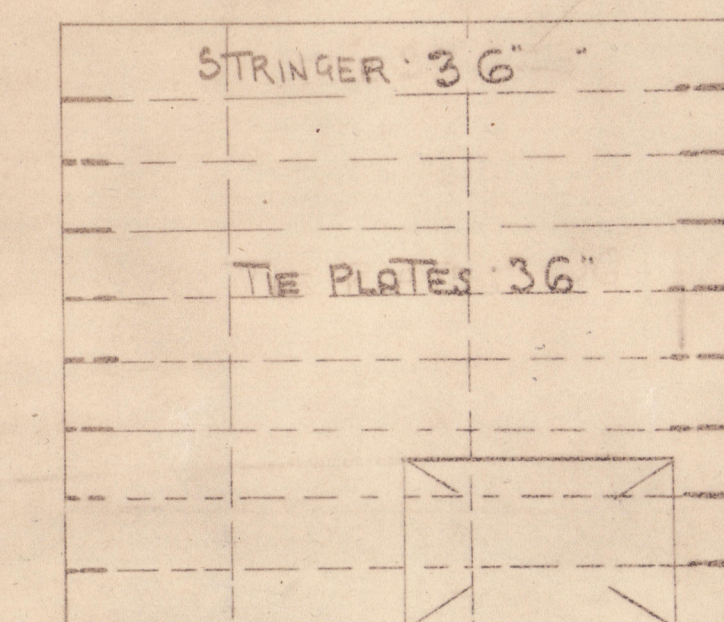


27.6.13.
199.B

NOTE:- The Lower Stresses of Transverse & Longitudinal Bulkhead Plates Excluding Floor Plate & Centre Girders To Be Increased in Thickness - as per Rule, where Bulkhead of Increased Depth Due To Shear, where Additional Stiffeners To Transverse & Longitudinal Bulkheads, are Required in View of Increased Depth Due To Shear, Stiffeners To Be Graduated From Top of Trunk. The Additional Stiffeners To Be Increased Above Size of Lower Stiffener Shown on Midship Bulkhead Plan $\frac{1}{2}$ IN Depth or 0.4 IN Thickness For Each Additional One.

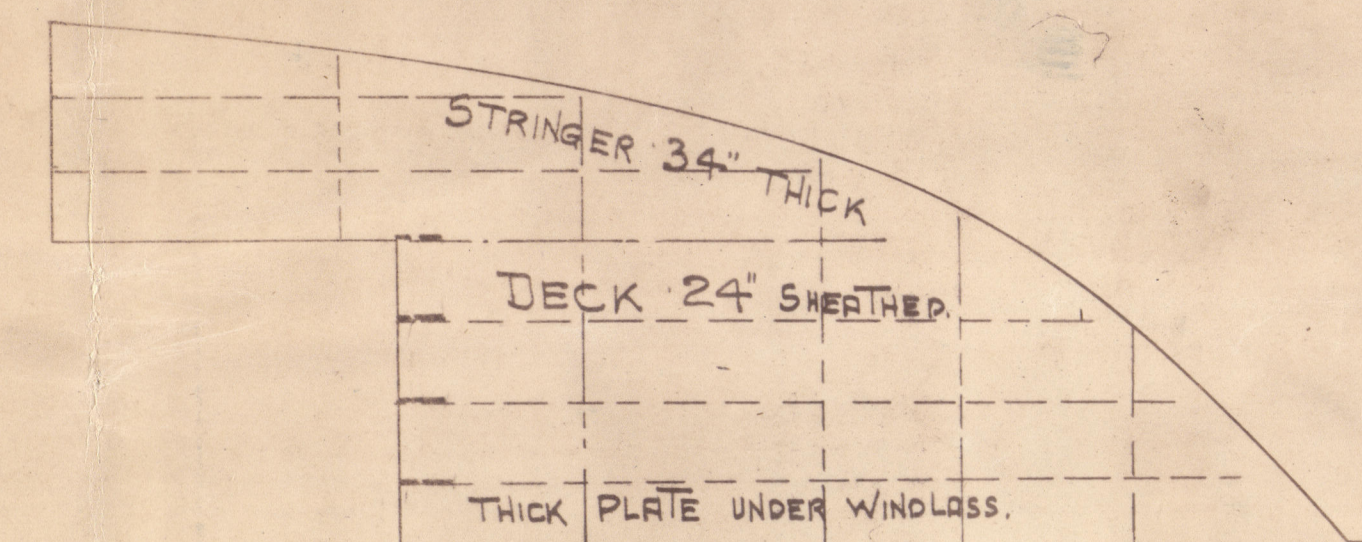


— PROFILE & DECK PLANS. —

LENGTH B.P. 375'-0" BREADTH M^{LD} 53'-0" DEPTH M^{LD} 27'-9 1/2"

ISHERWOOD SYSTEM (PATENT.)

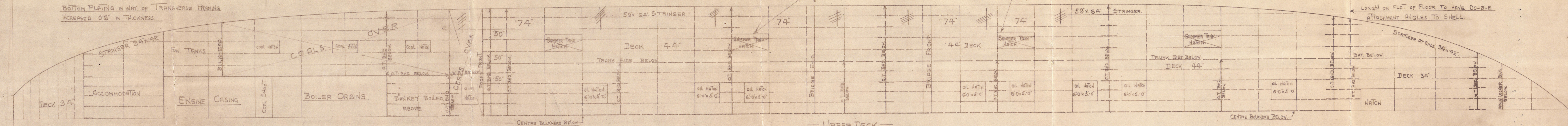
$\frac{1}{8}$ " SCALE.



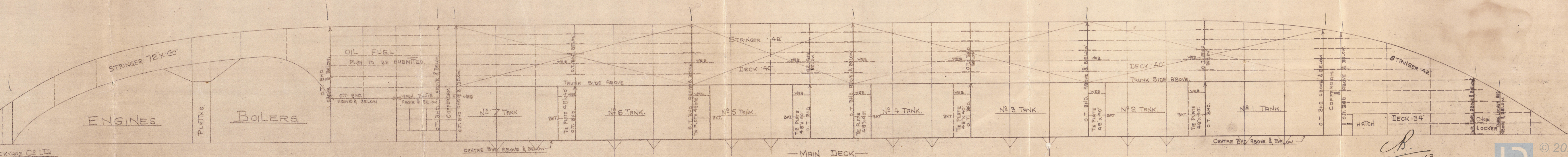
BRIDGE & POOP SIDE PLATING TO BE .50"
AT BRIDGE & POOP FRONT.

POOP SIDE PLATING CARRIED DOWN
TO DECK AT POOP FRONT.
SHEERSTRAKE AT POOP FRONT 1-10".

BOTTOM PLATING IN WAY OF TRANSVERSE FRAMING
INCREASED 'OG' IN THICKNESS.



— UPPER DECK.



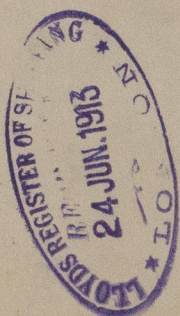
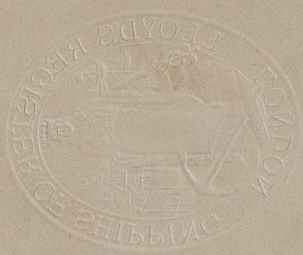
J. W. ISHERWOOD

Per K.A.G.
24/6/11

MESSRS. THE GREENOCK & GRANGEMOUTH DOCKYARD CO LTD
GREENOCK.

—No. 358.

376

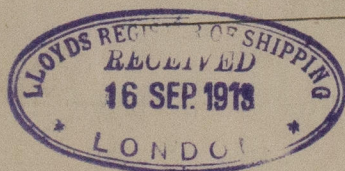


S. S. No 358.

Profile & Deck.

Messrs

The Greenock & Grangemouth
Dockyard Co Ltd.



Sp. Cuyaboga
Greenock Rpt. No 16741



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