

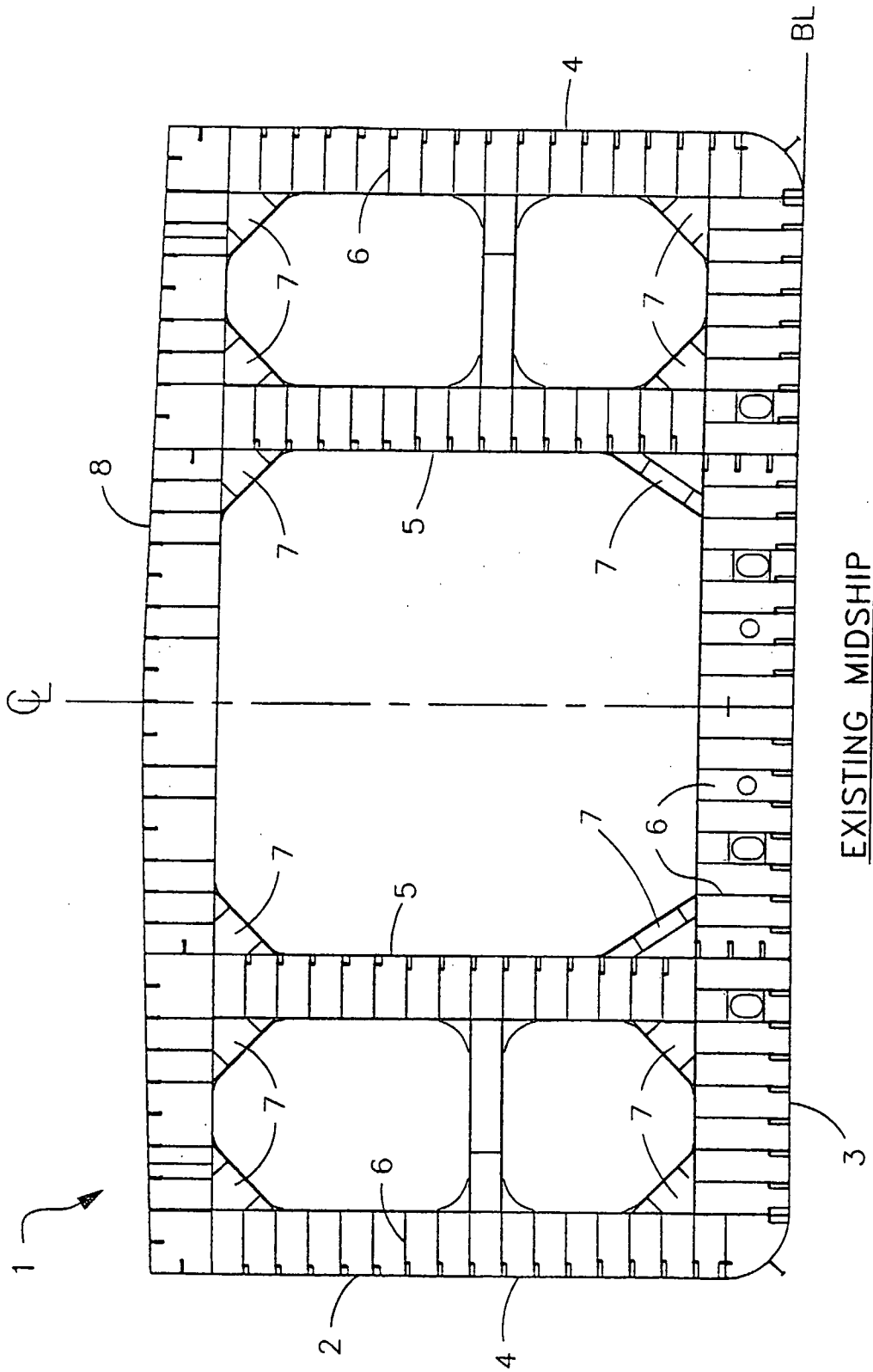


FIG. 1
(PRIOR ART)

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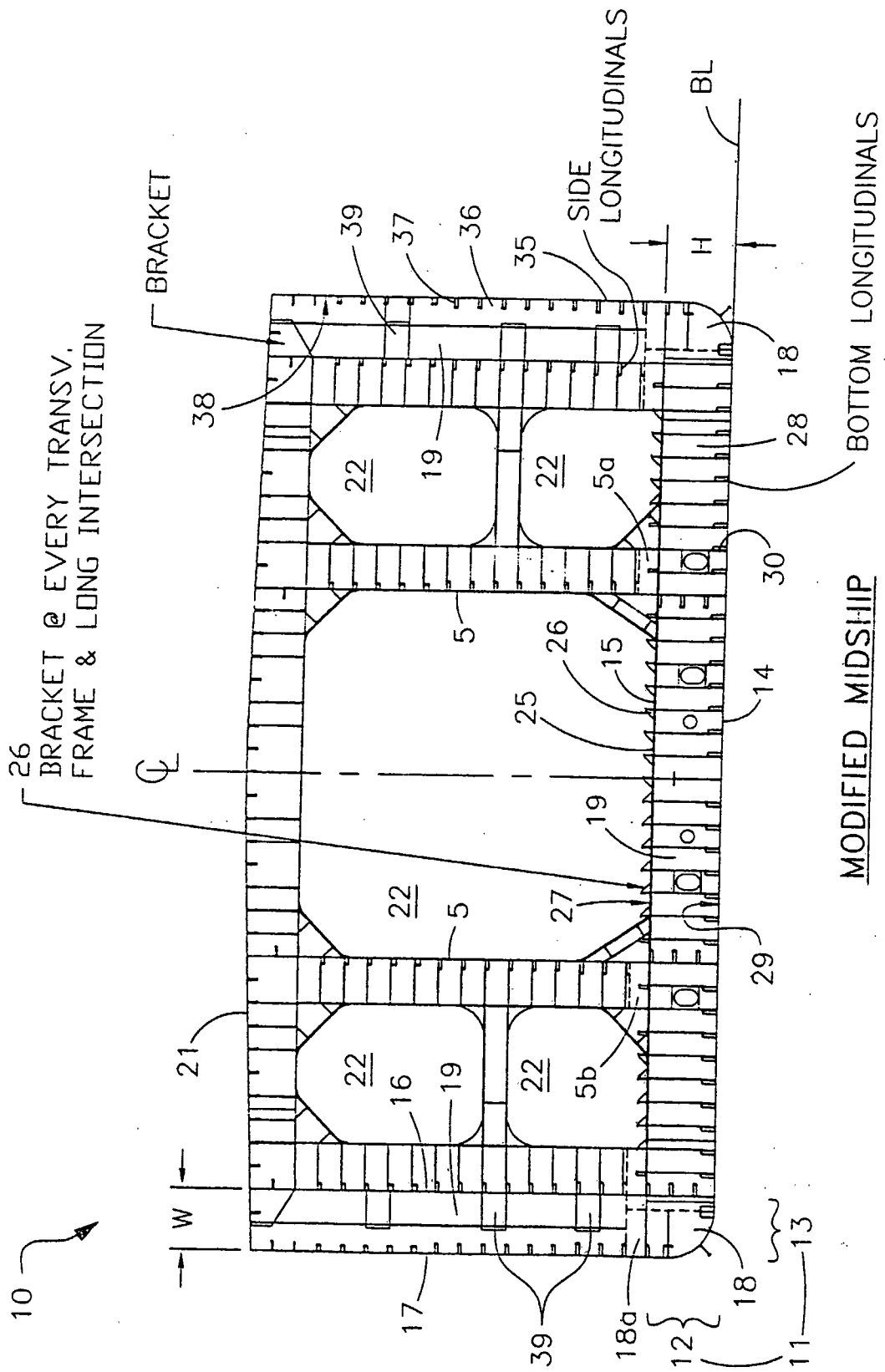
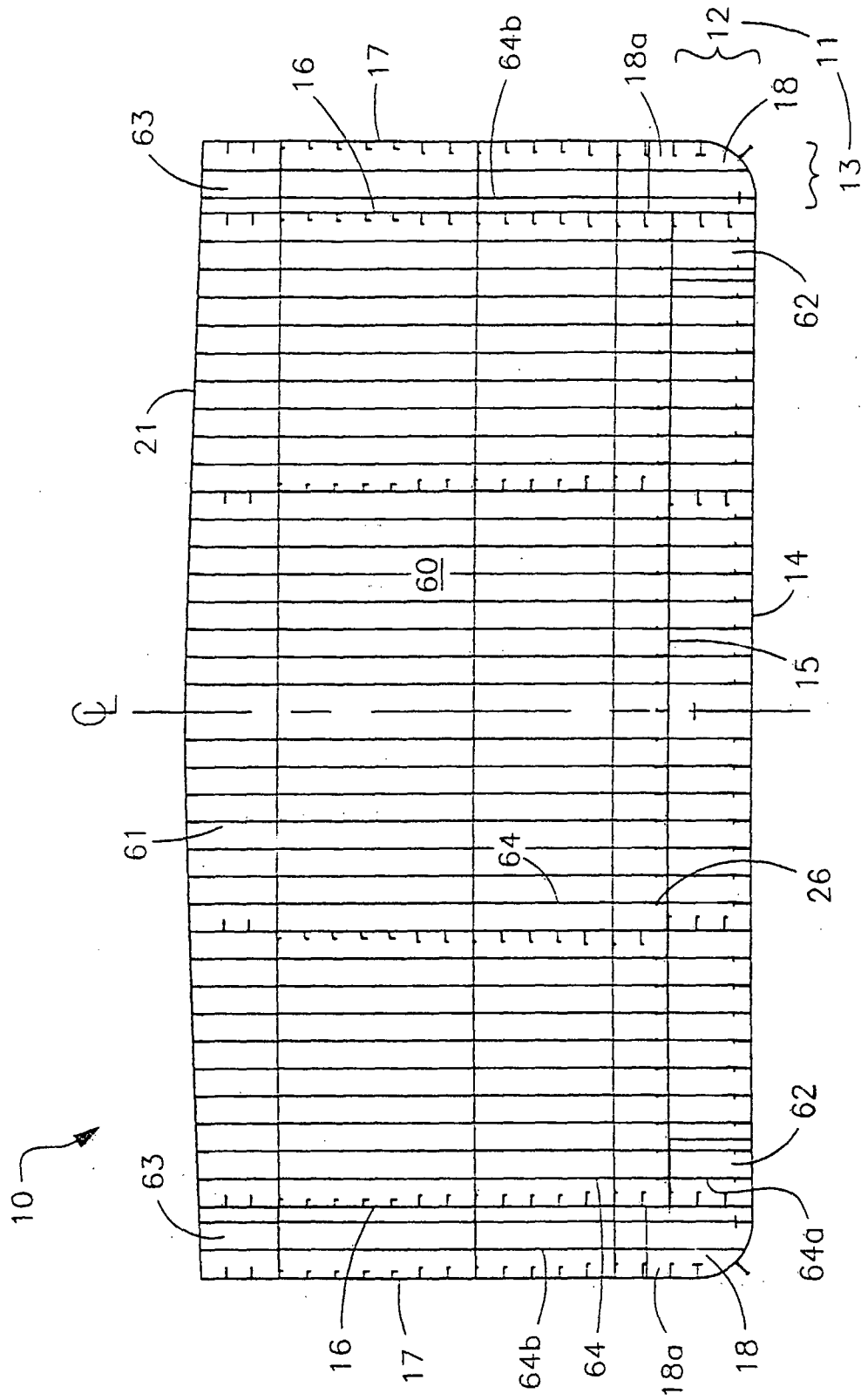


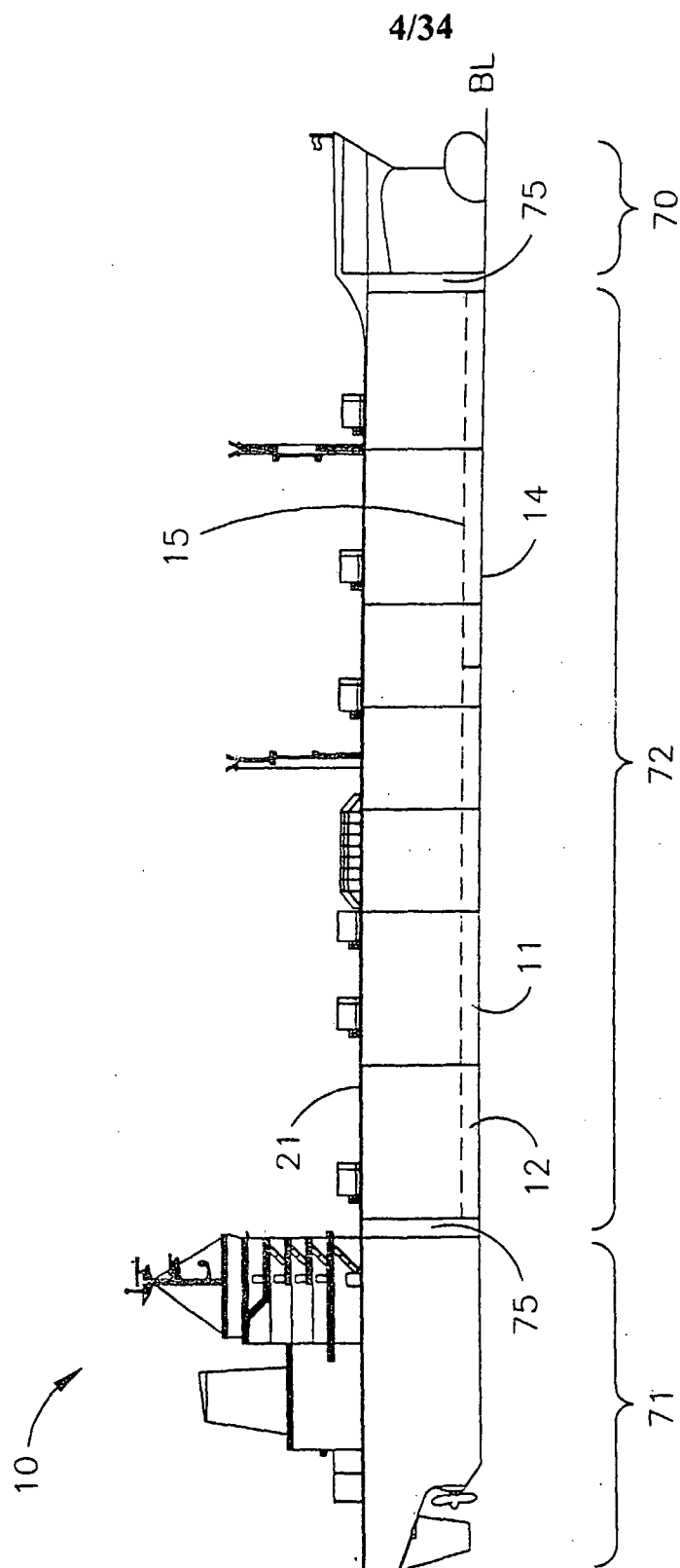
FIG. 2

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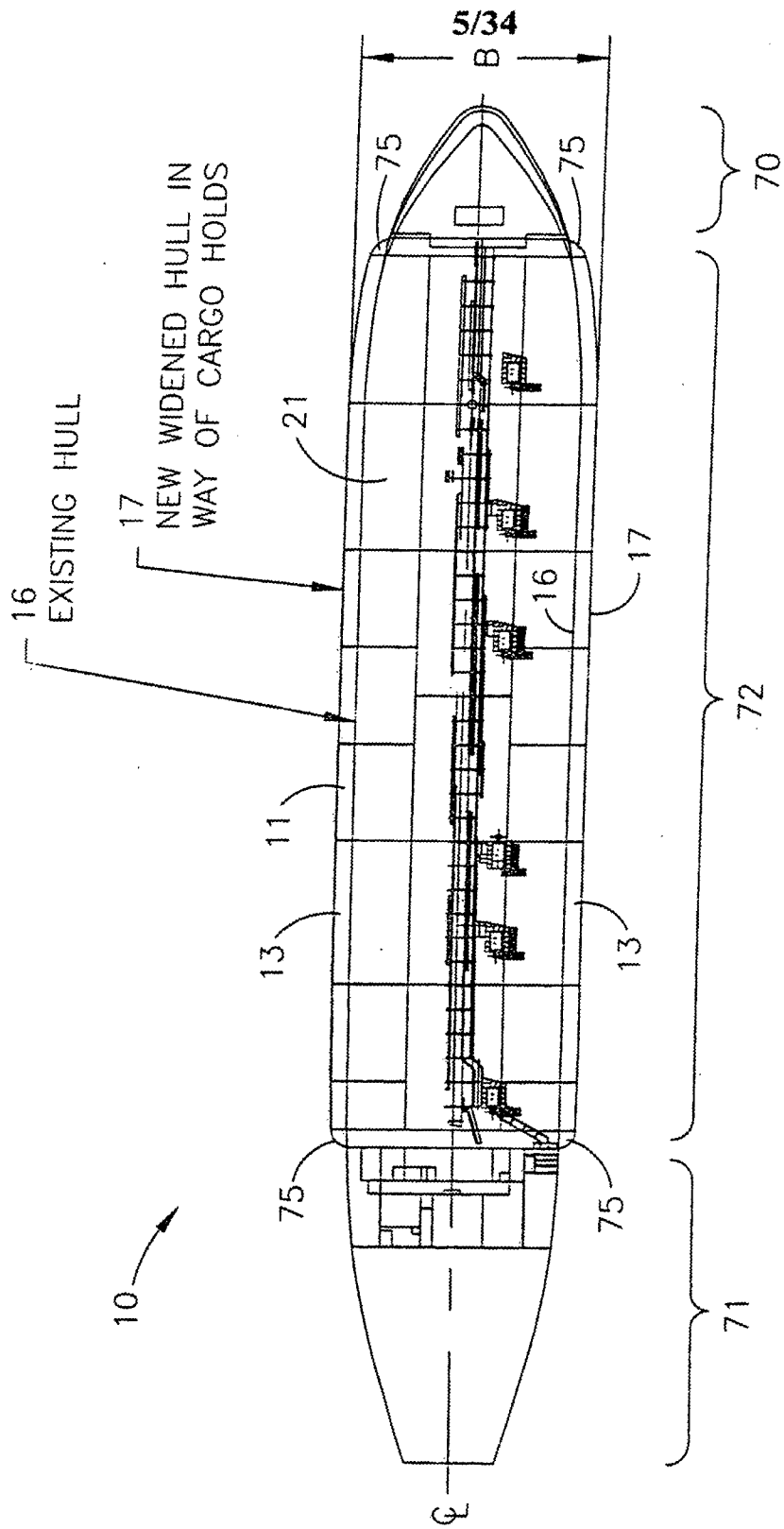
MODIFIED BULKHEAD

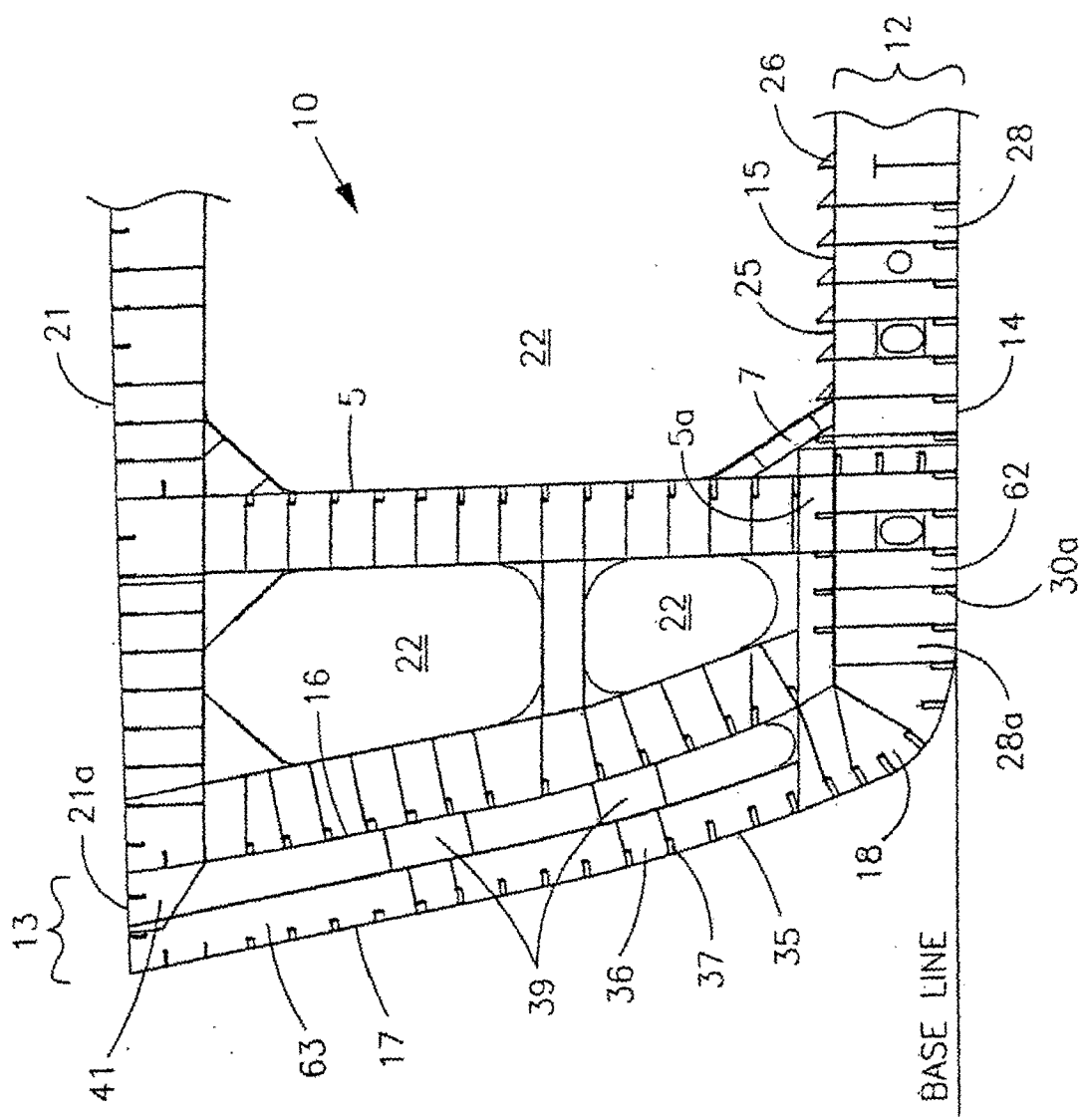
FIG. 3



OUTBOARD PROFILE

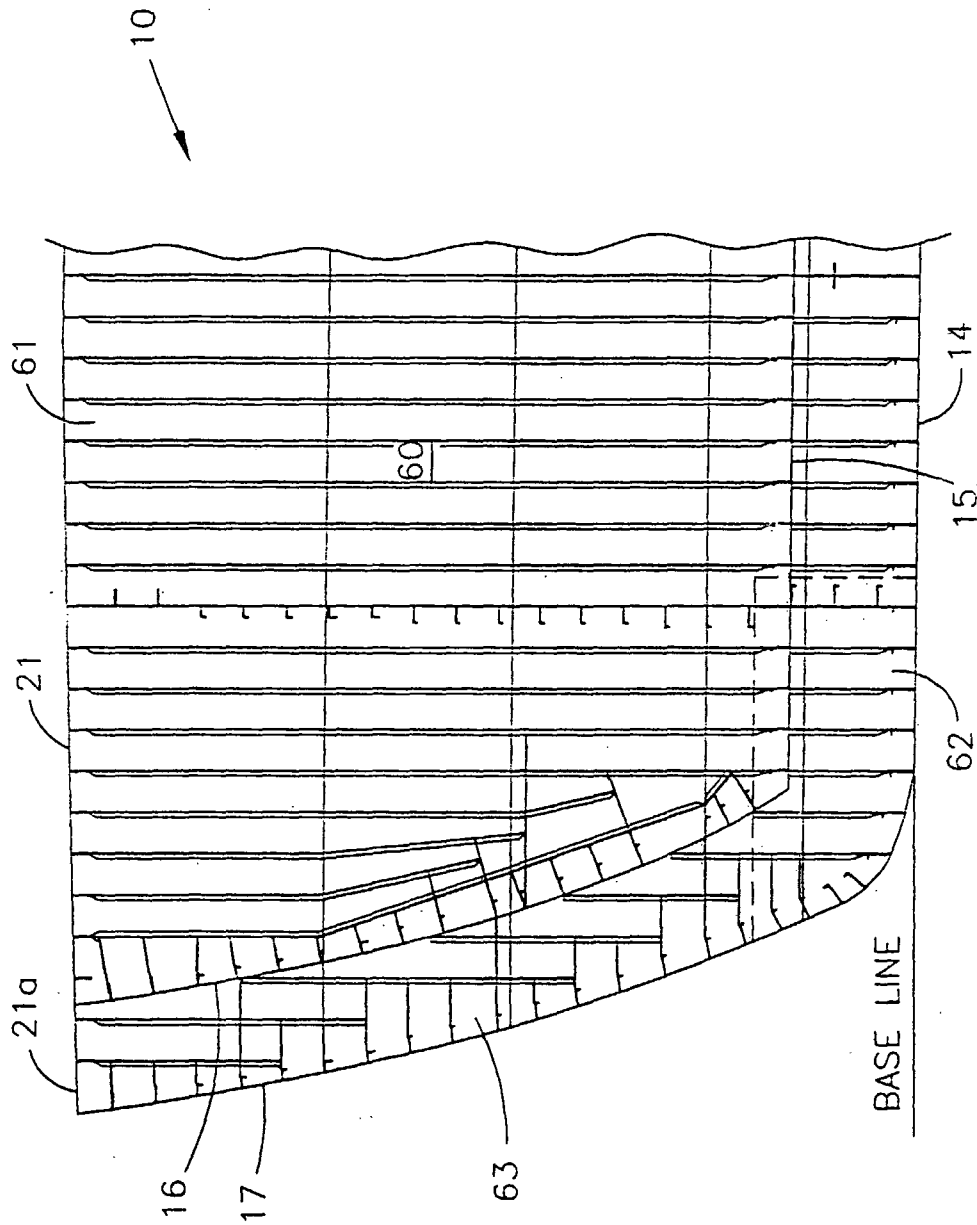
FIG. 4





FORWARD WEB FRAME

FIG. 6



FORWARD BHD
LOOKING FORWARD
STIFFENERS ON AFT SIDE

FIG. 7

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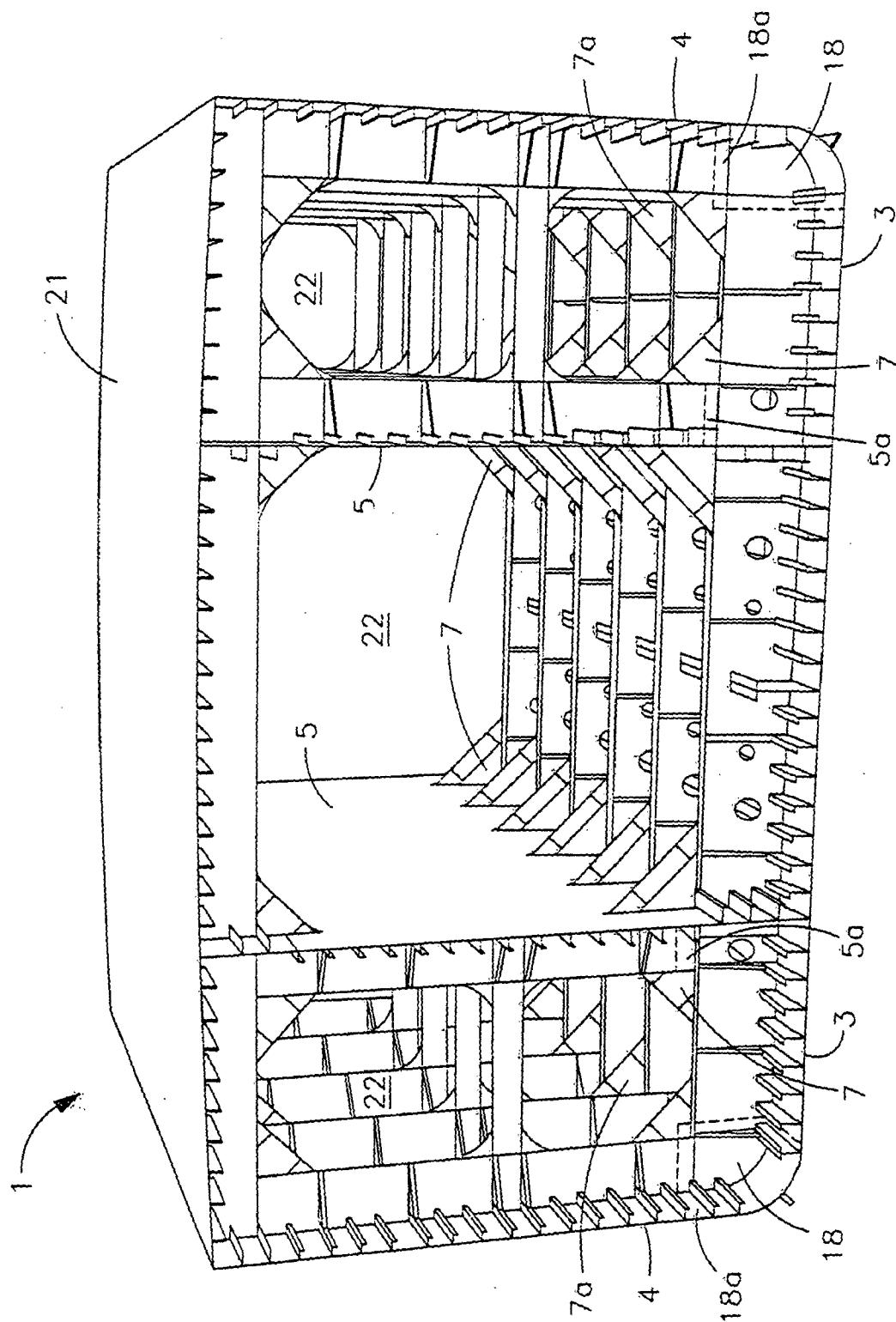


FIG. 8

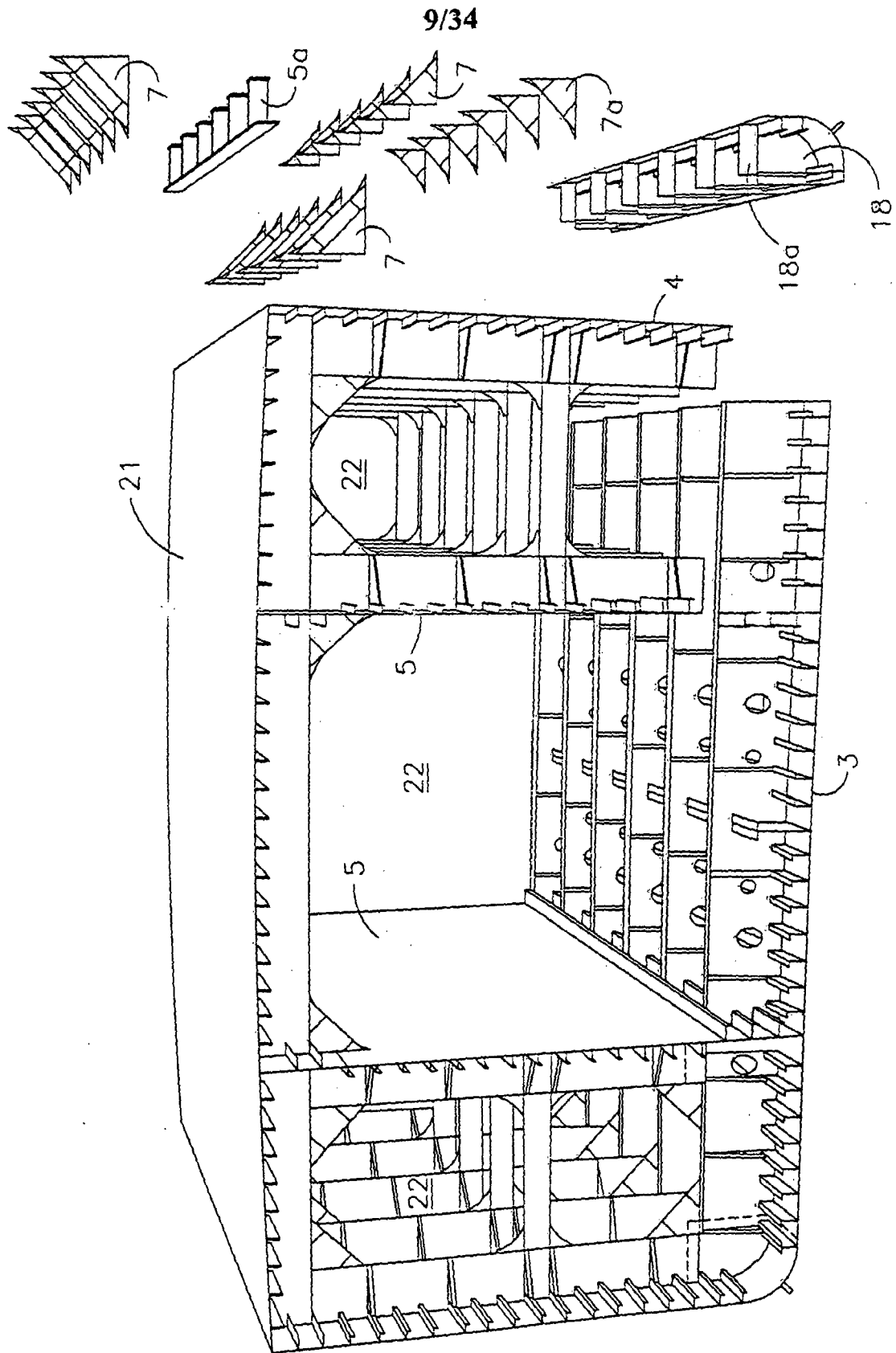


FIG. 9

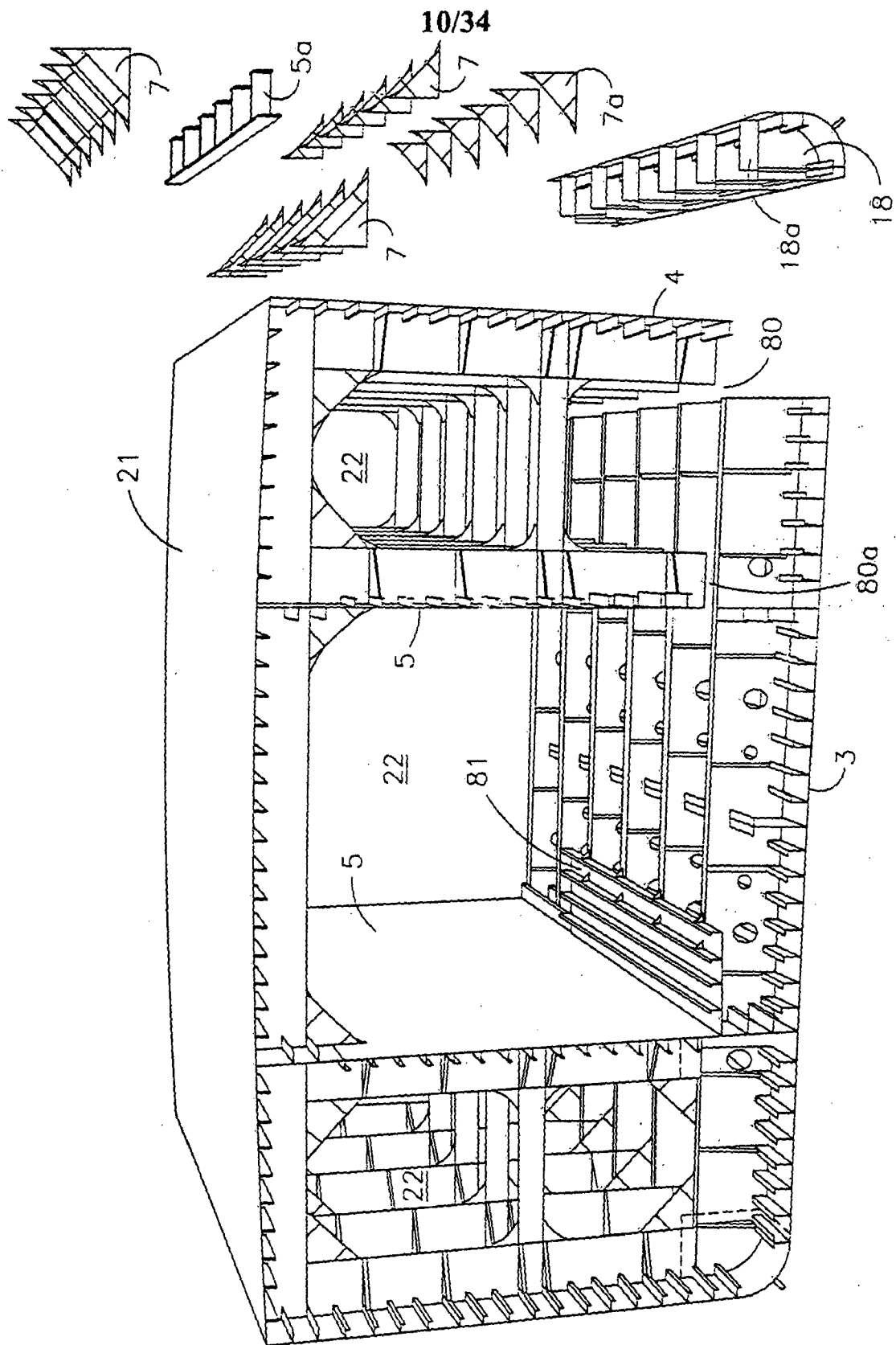


FIG. 10A

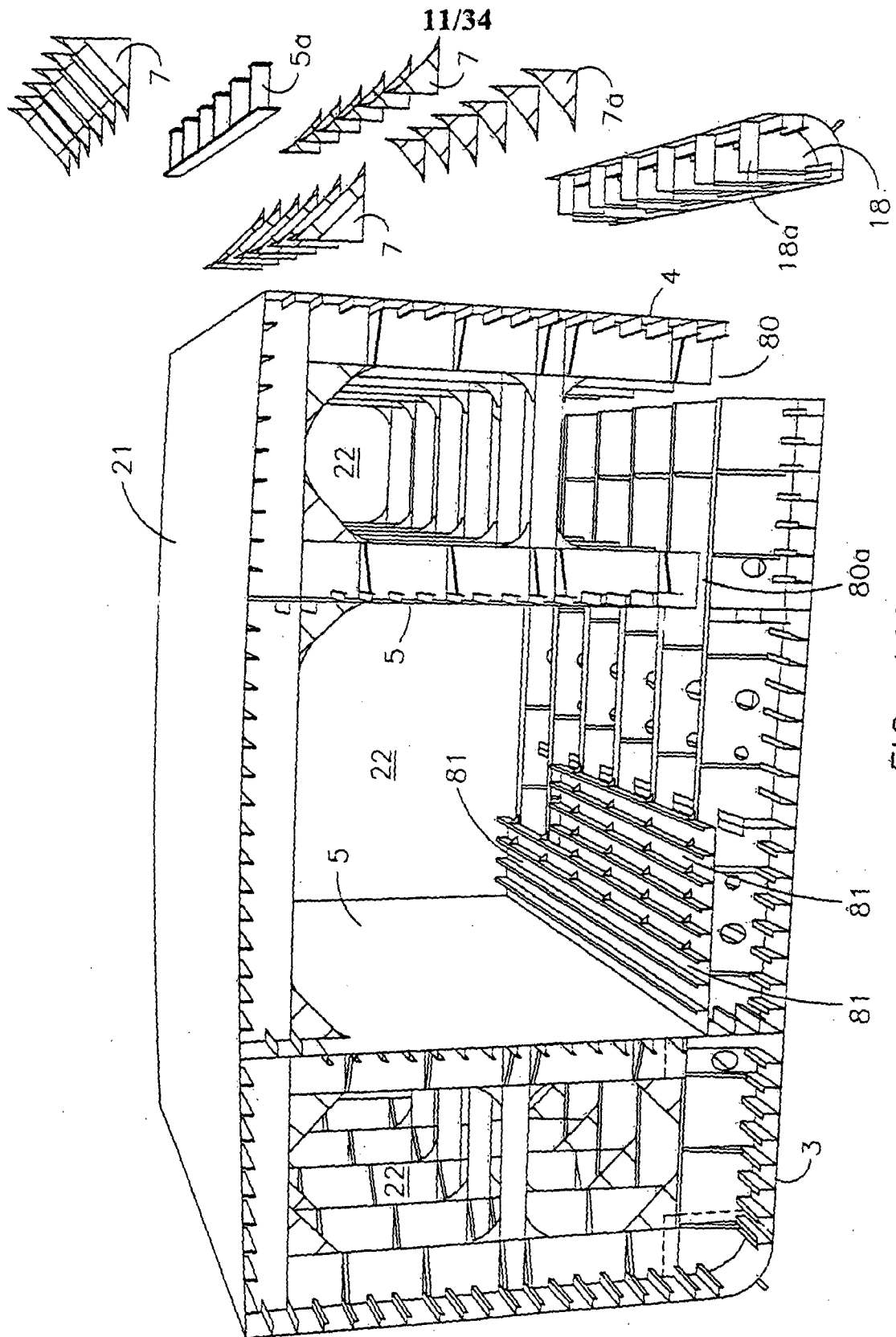


FIG. 10B

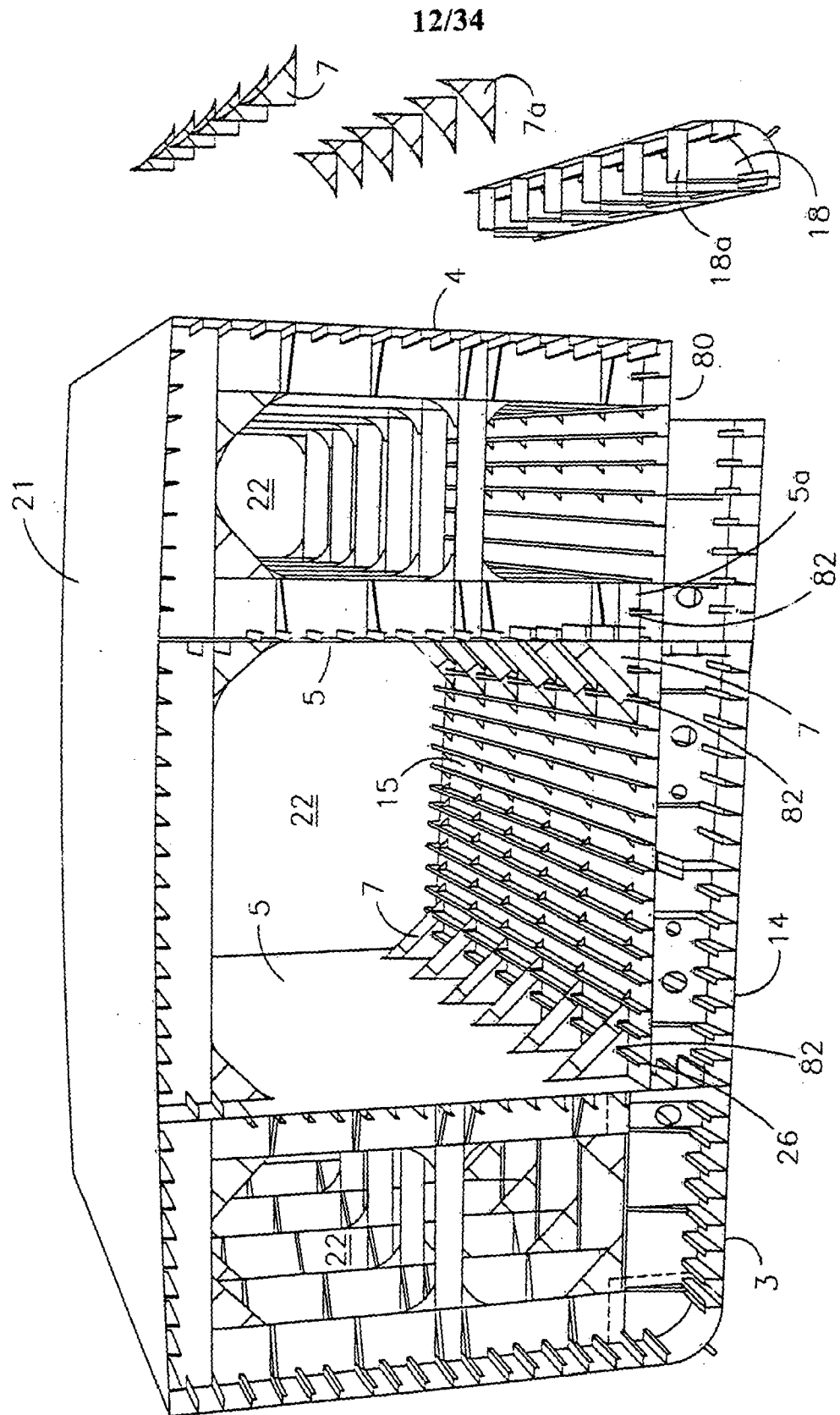


FIG. 10C

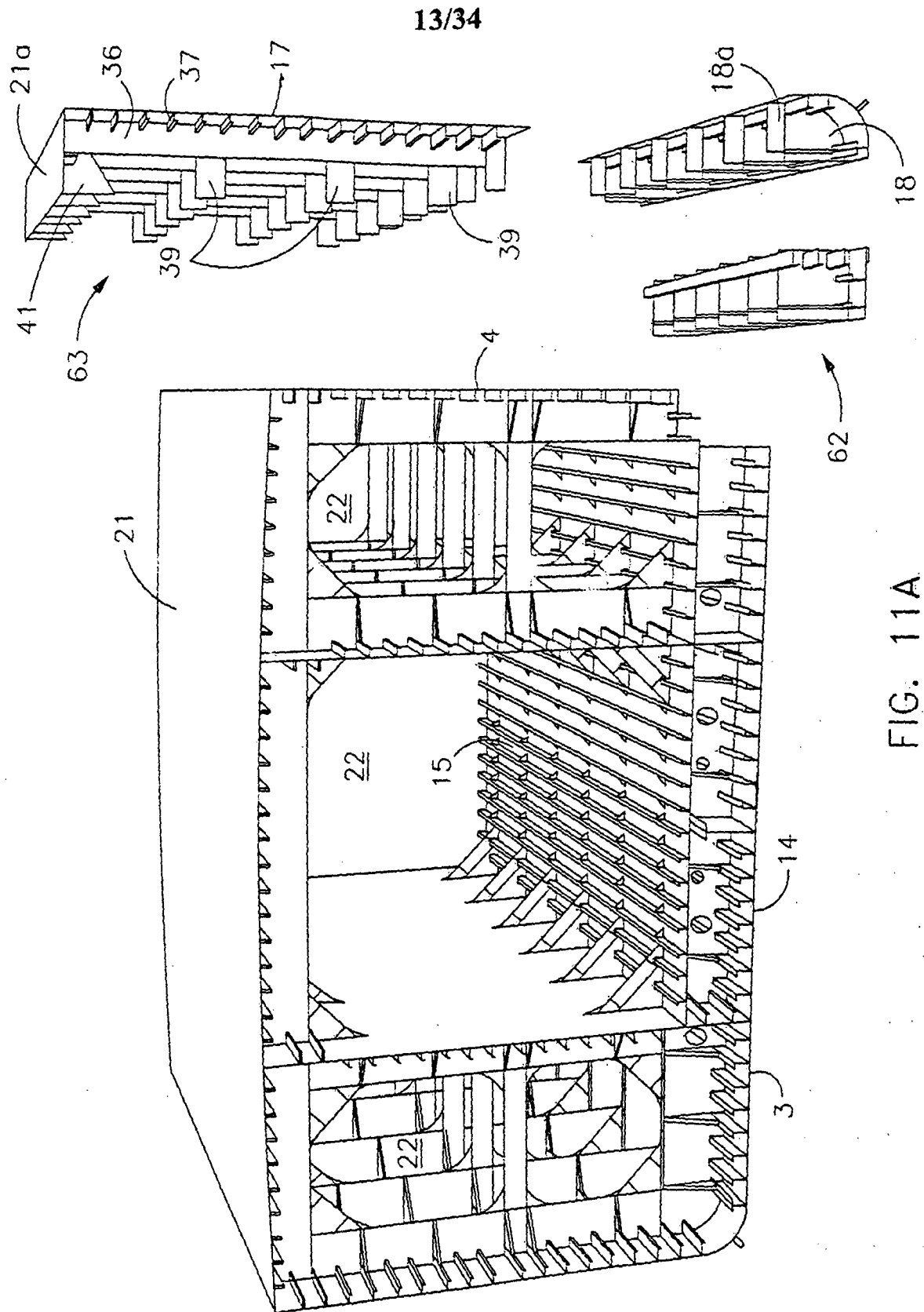


FIG. 11A

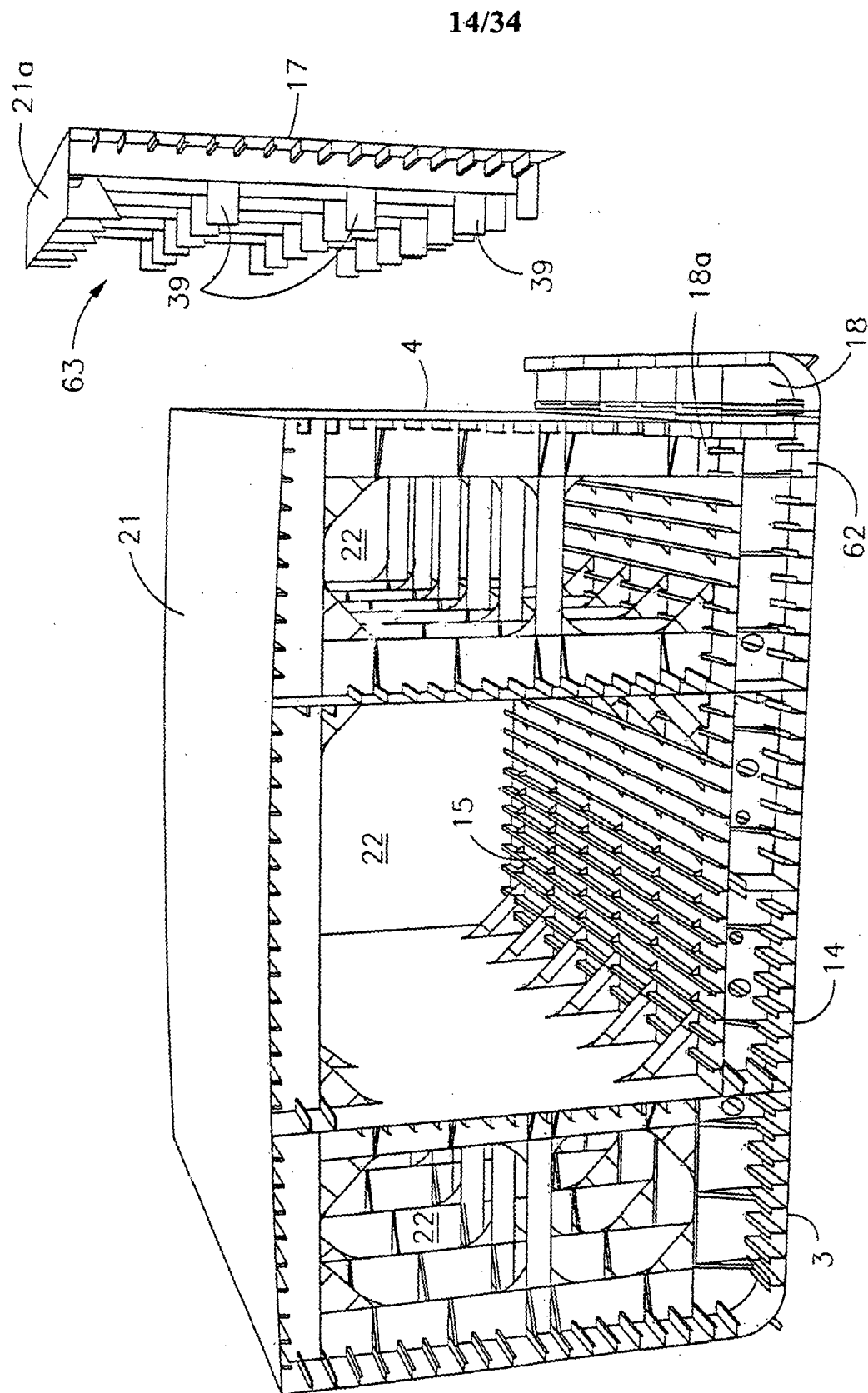


FIG. 11B

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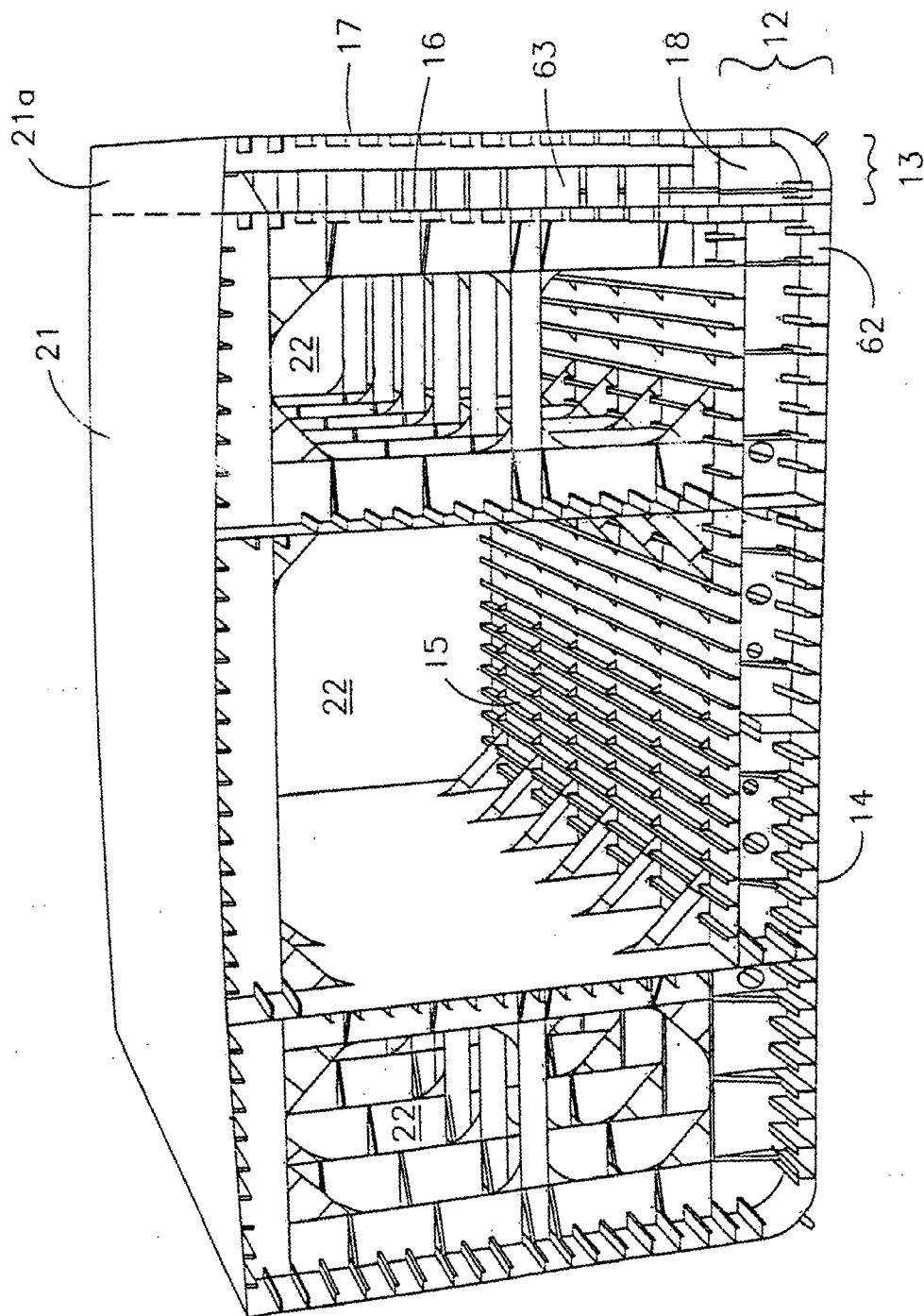


FIG. 11C

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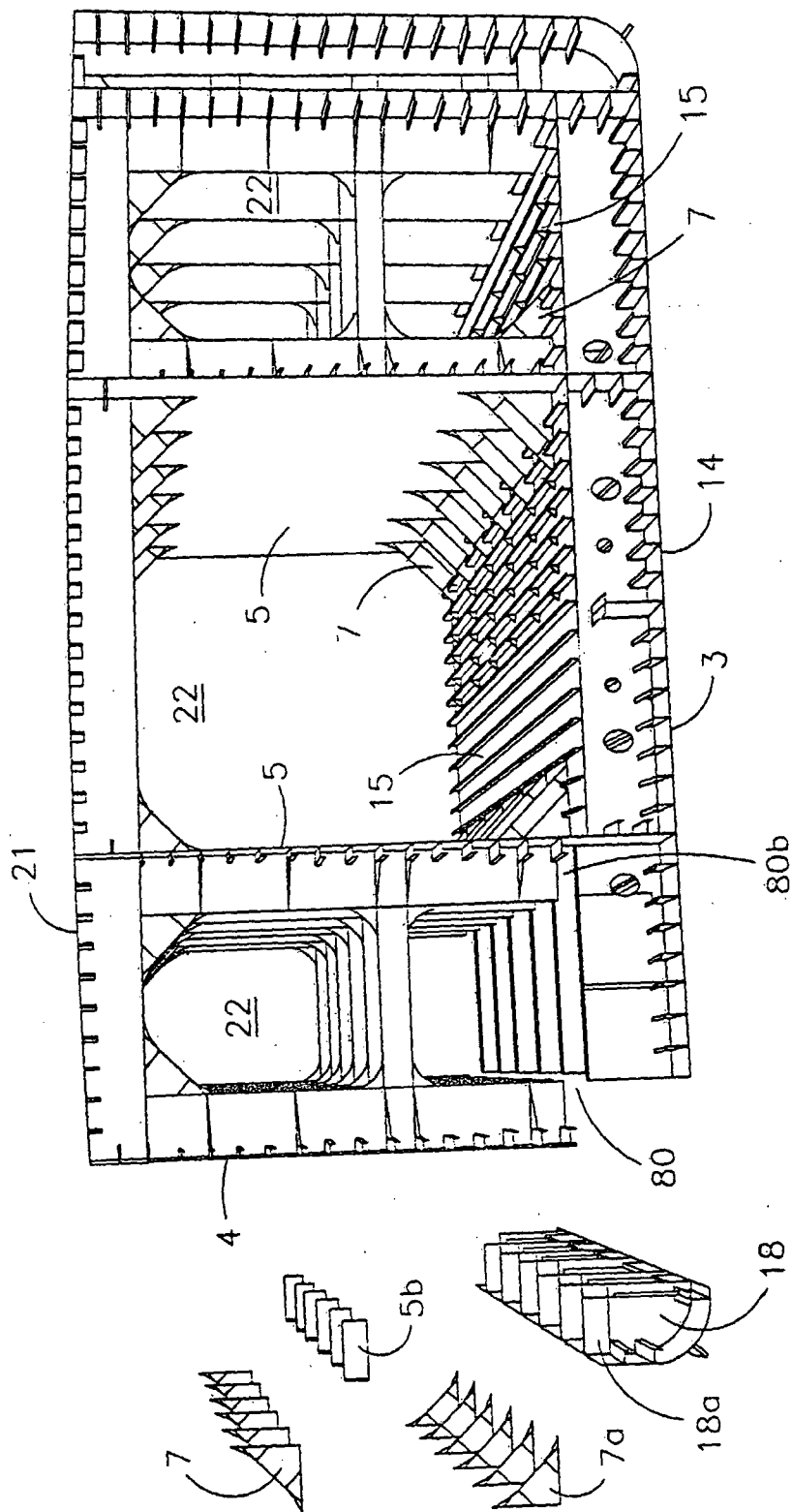


FIG. 12

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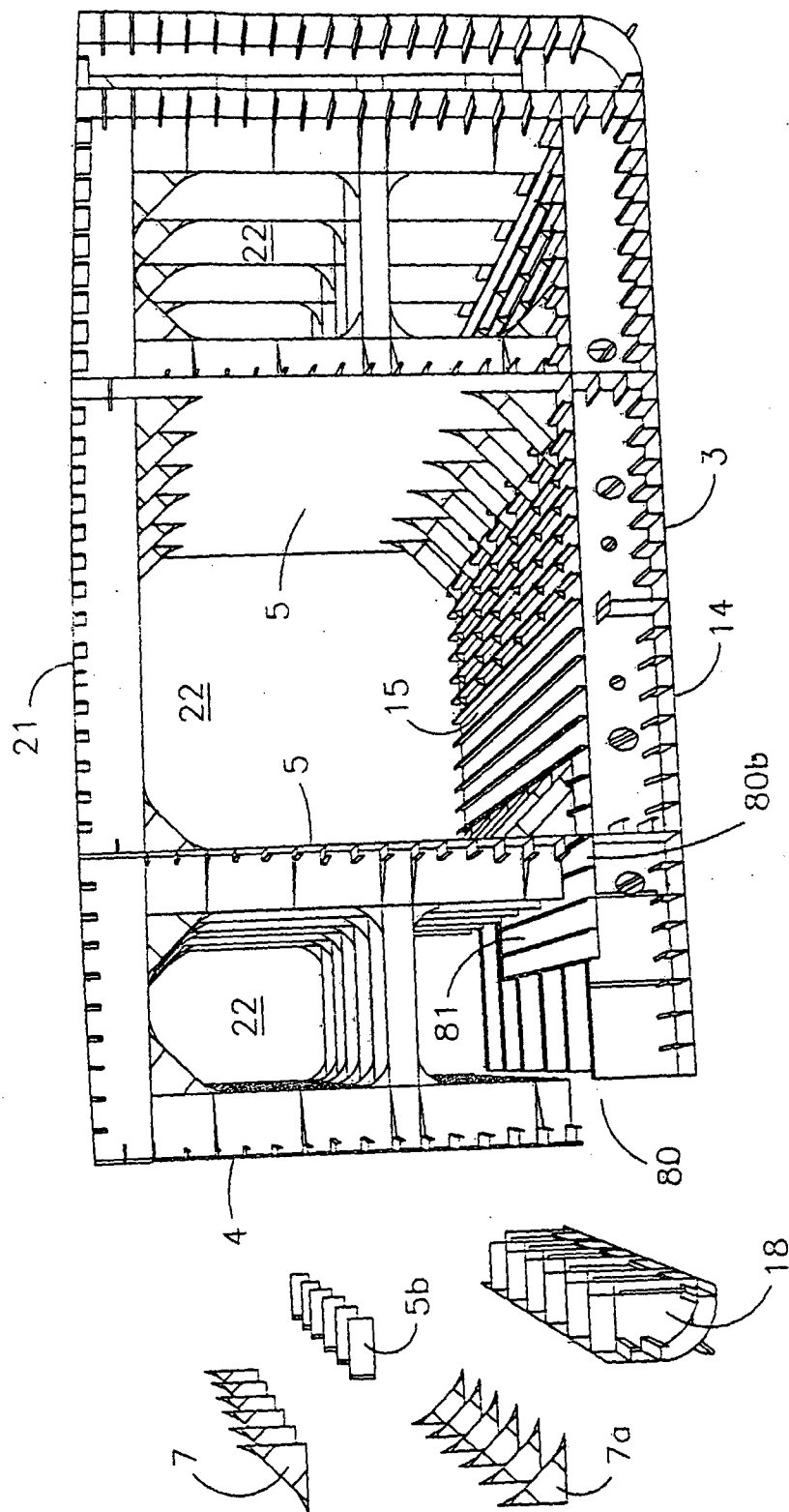


FIG. 13A

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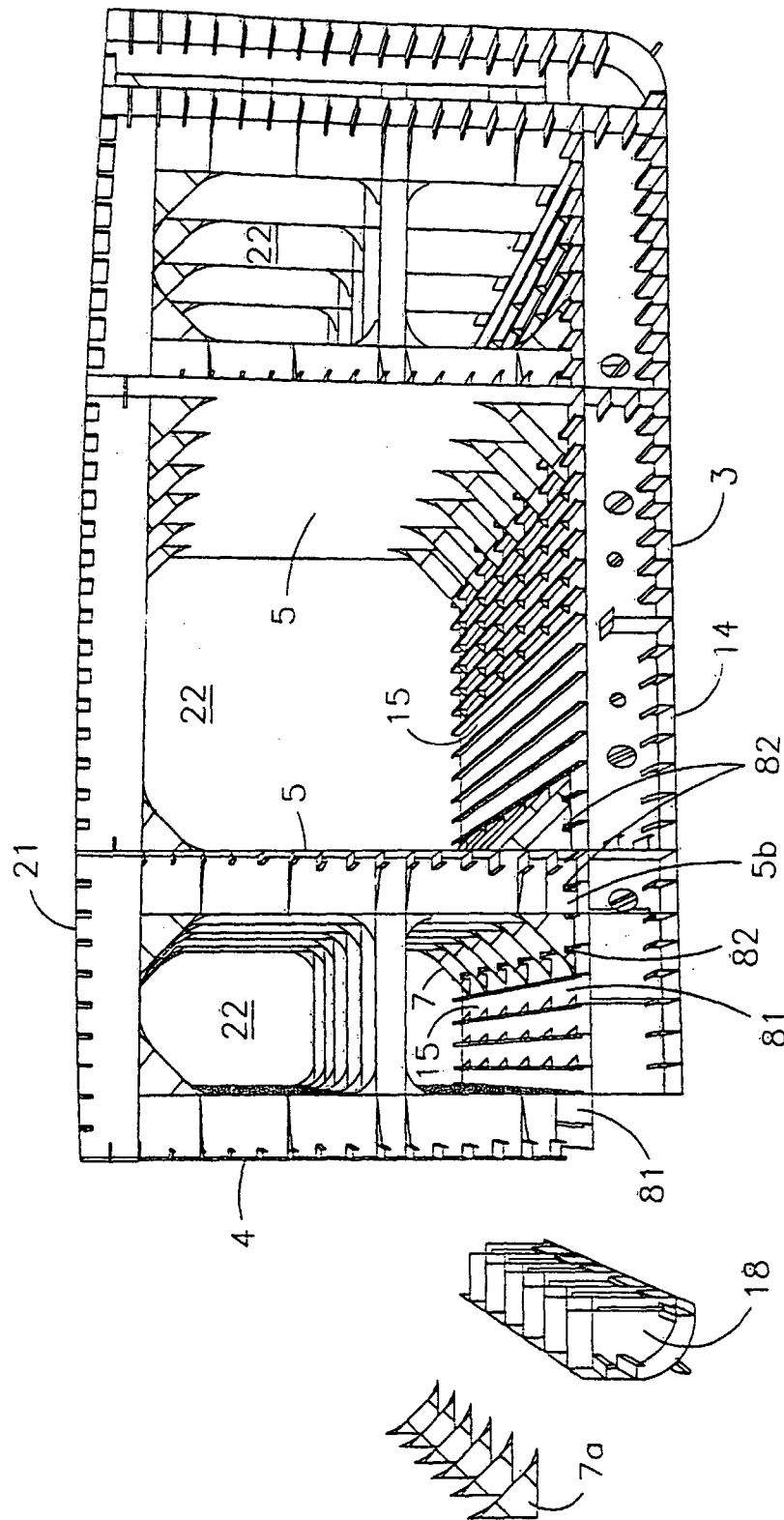
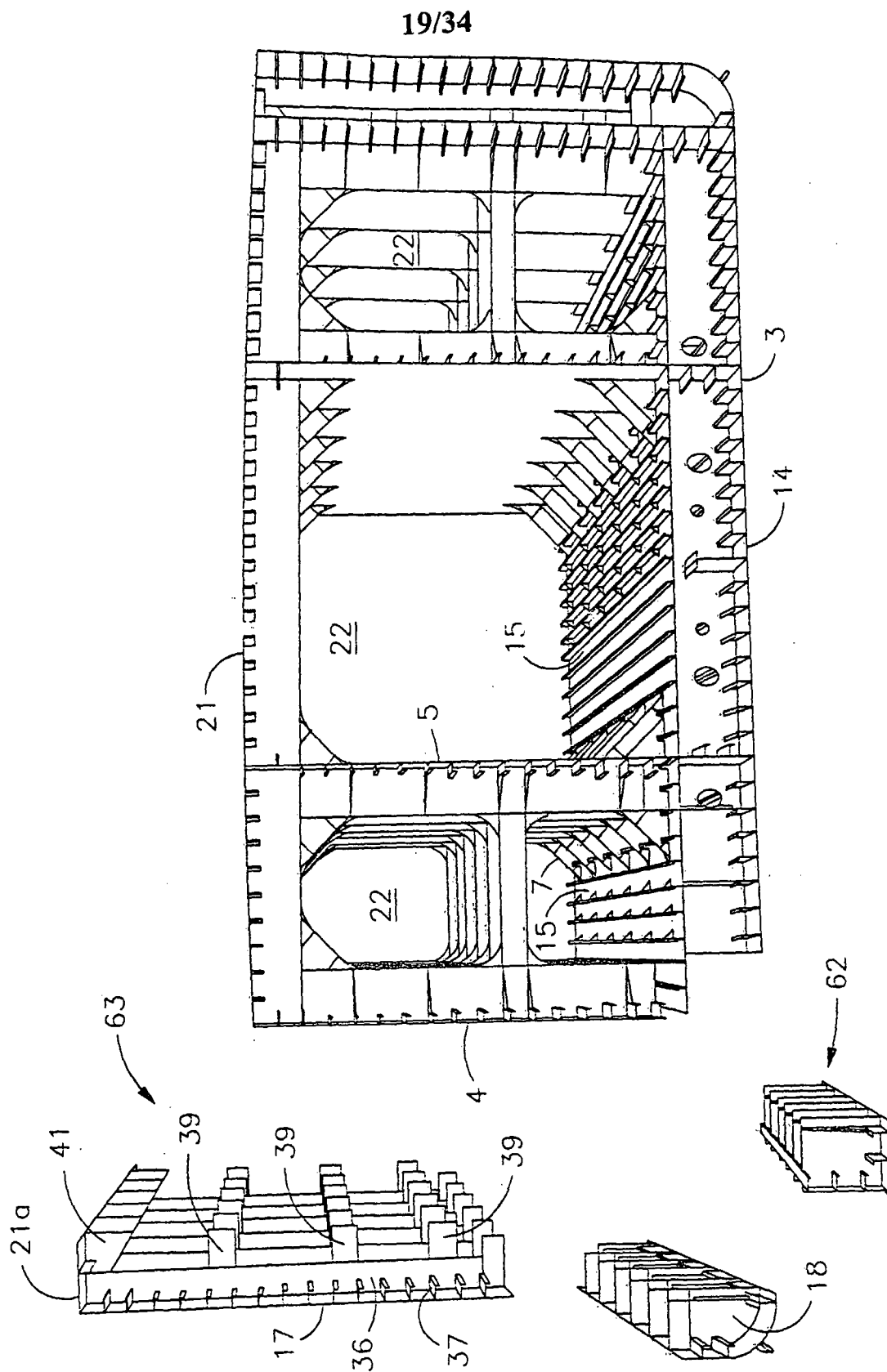


FIG. 13B



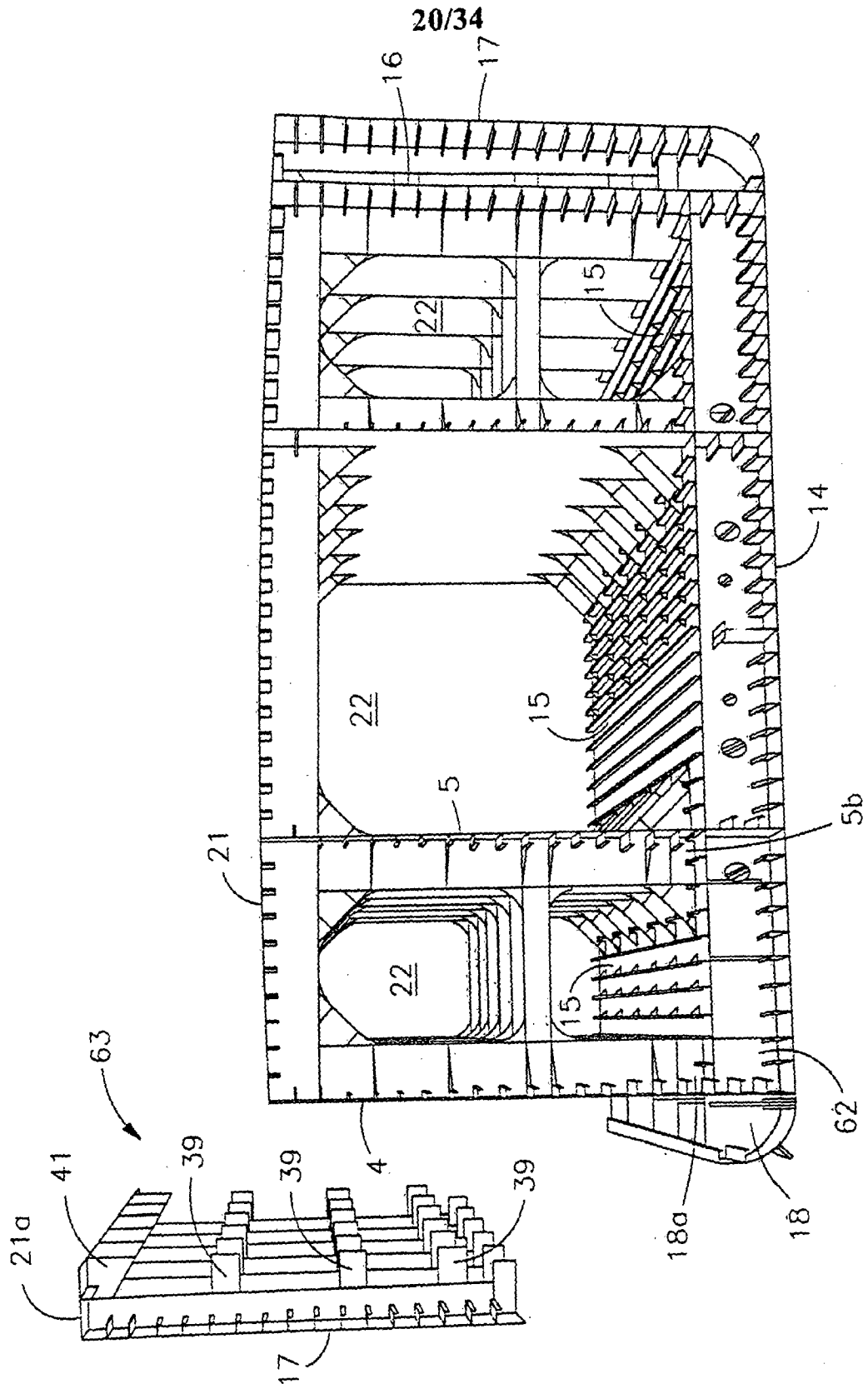


FIG. 14B

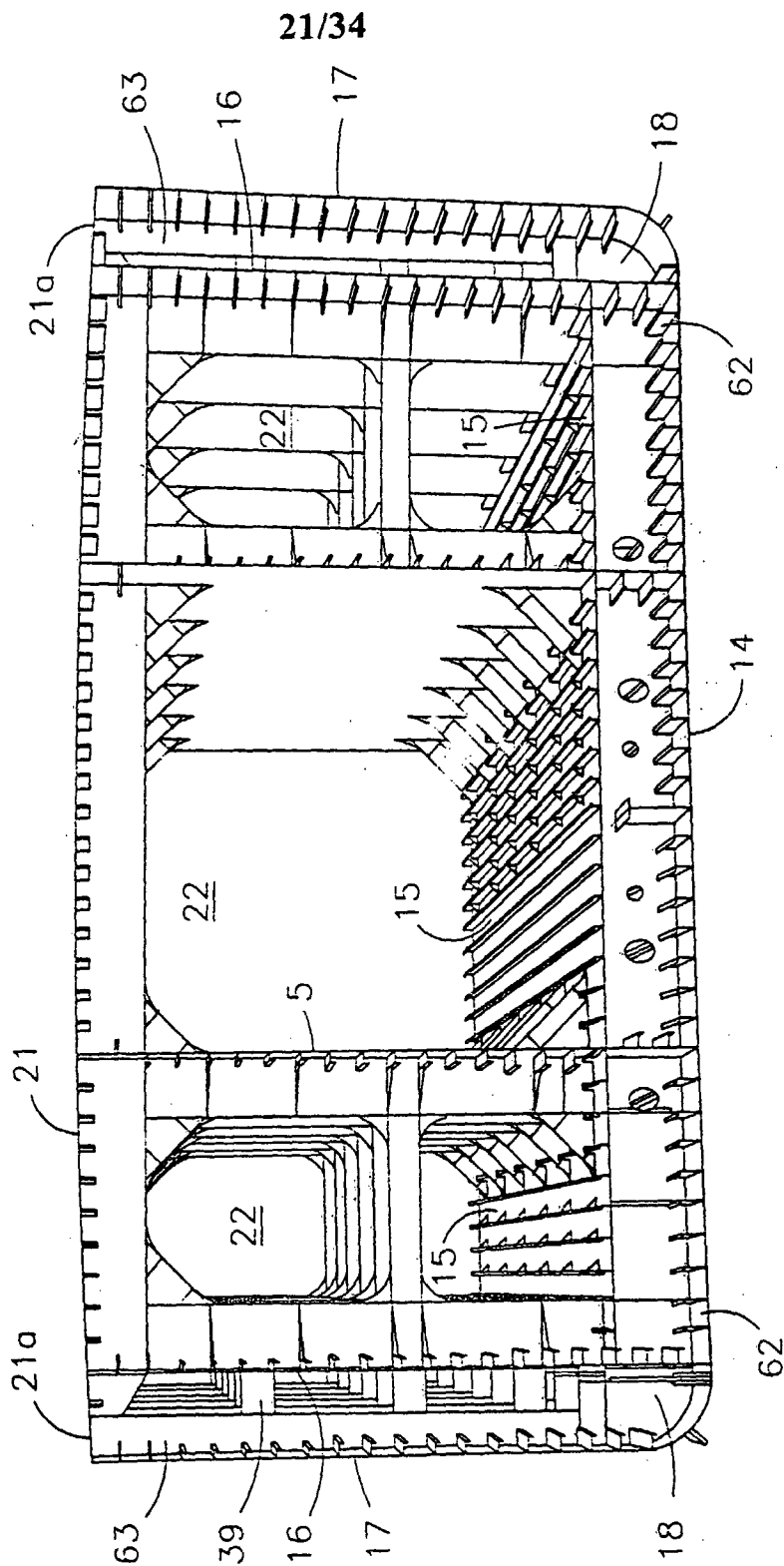


FIG. 14C

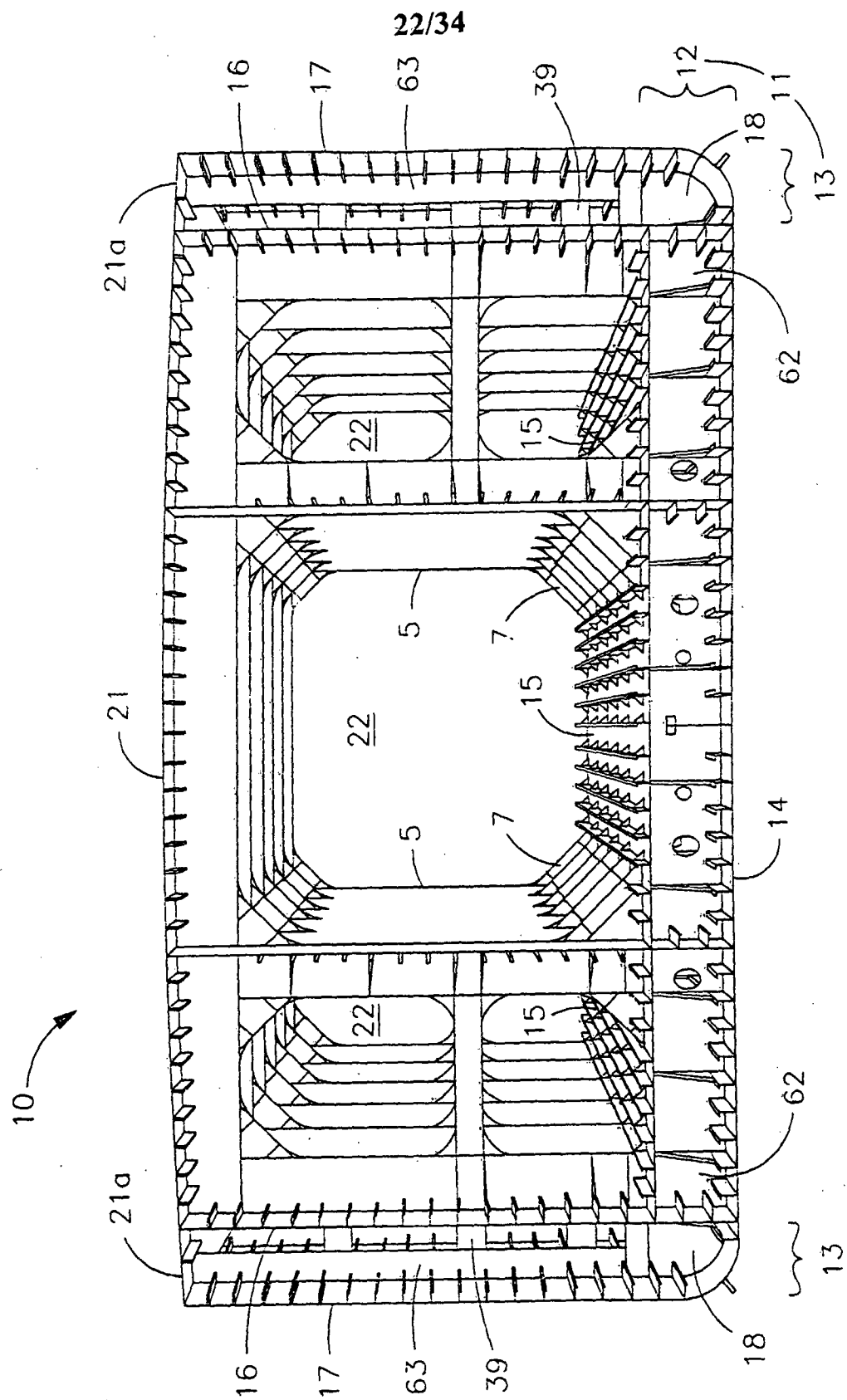


FIG. 15

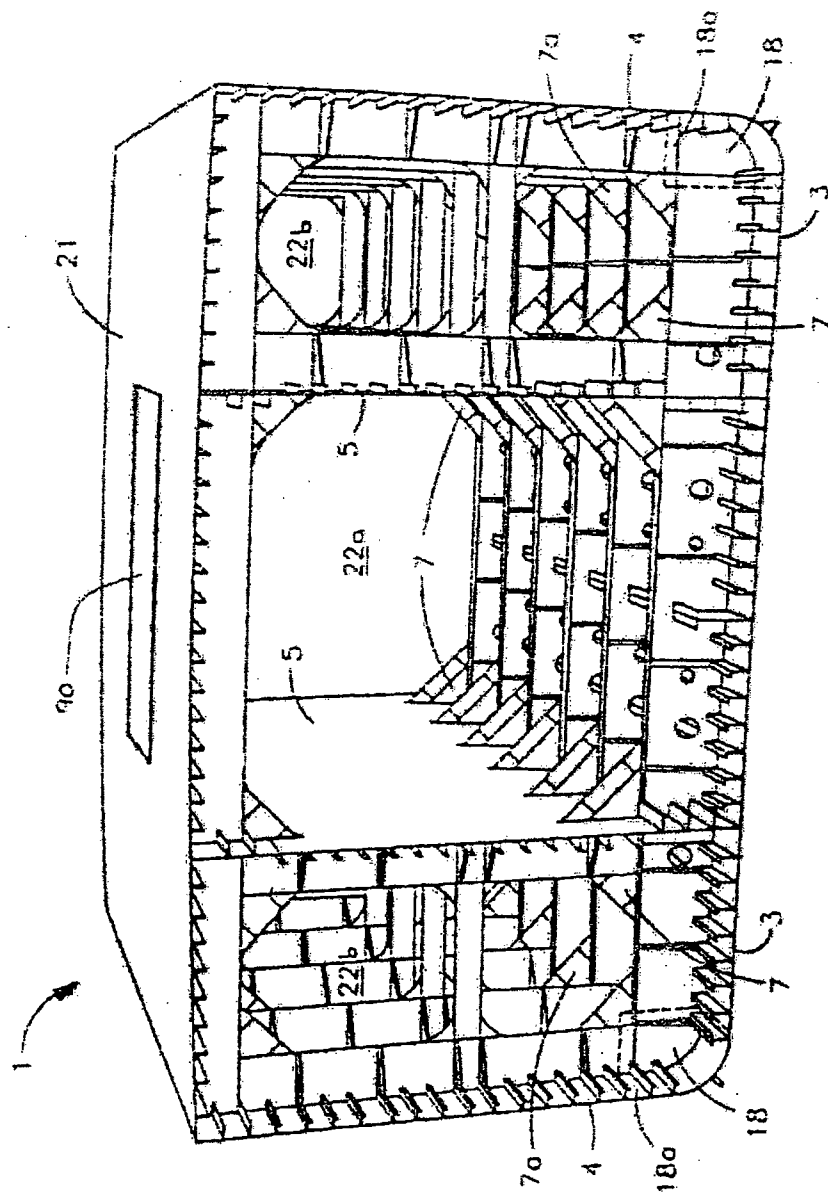


FIG. 16

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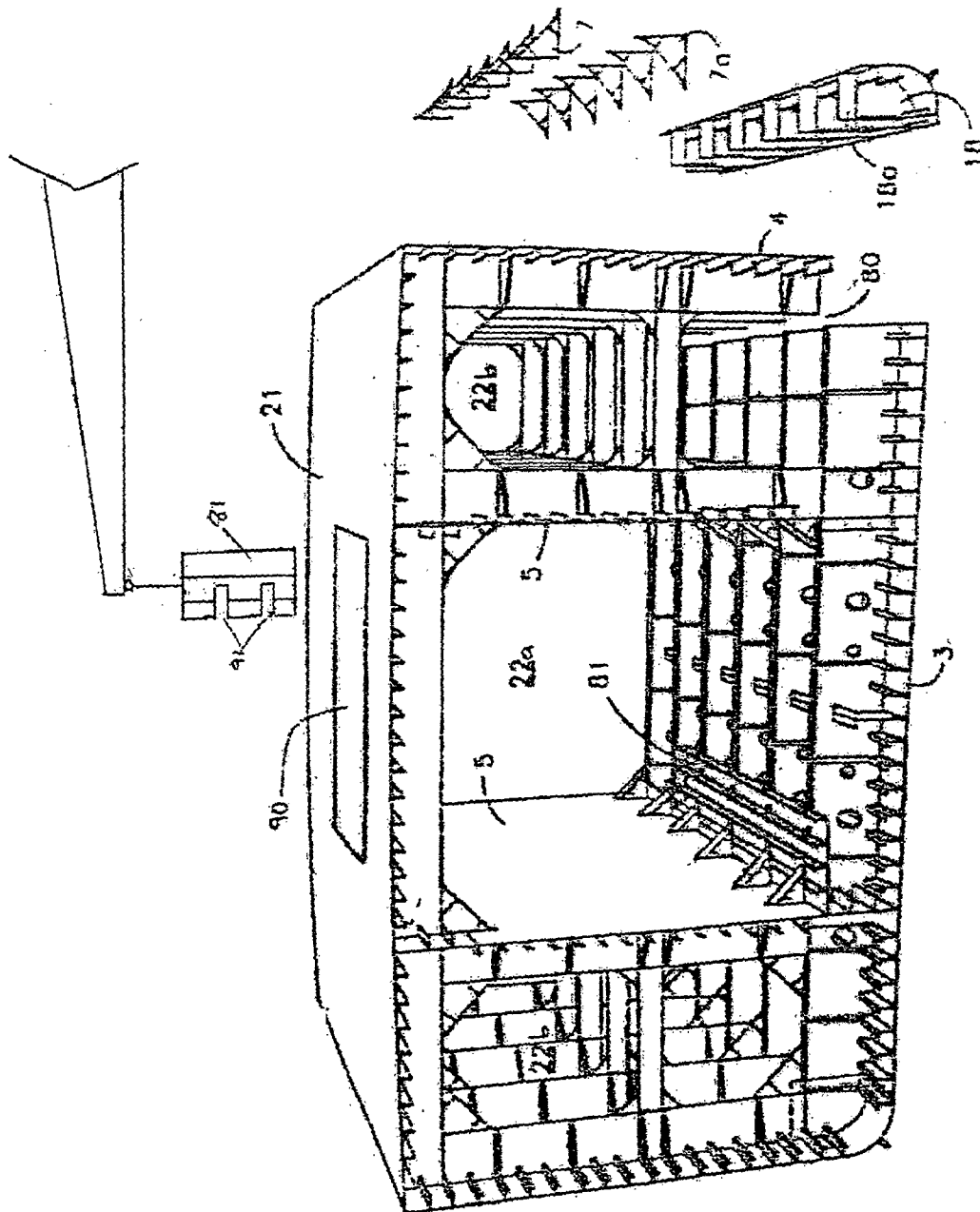
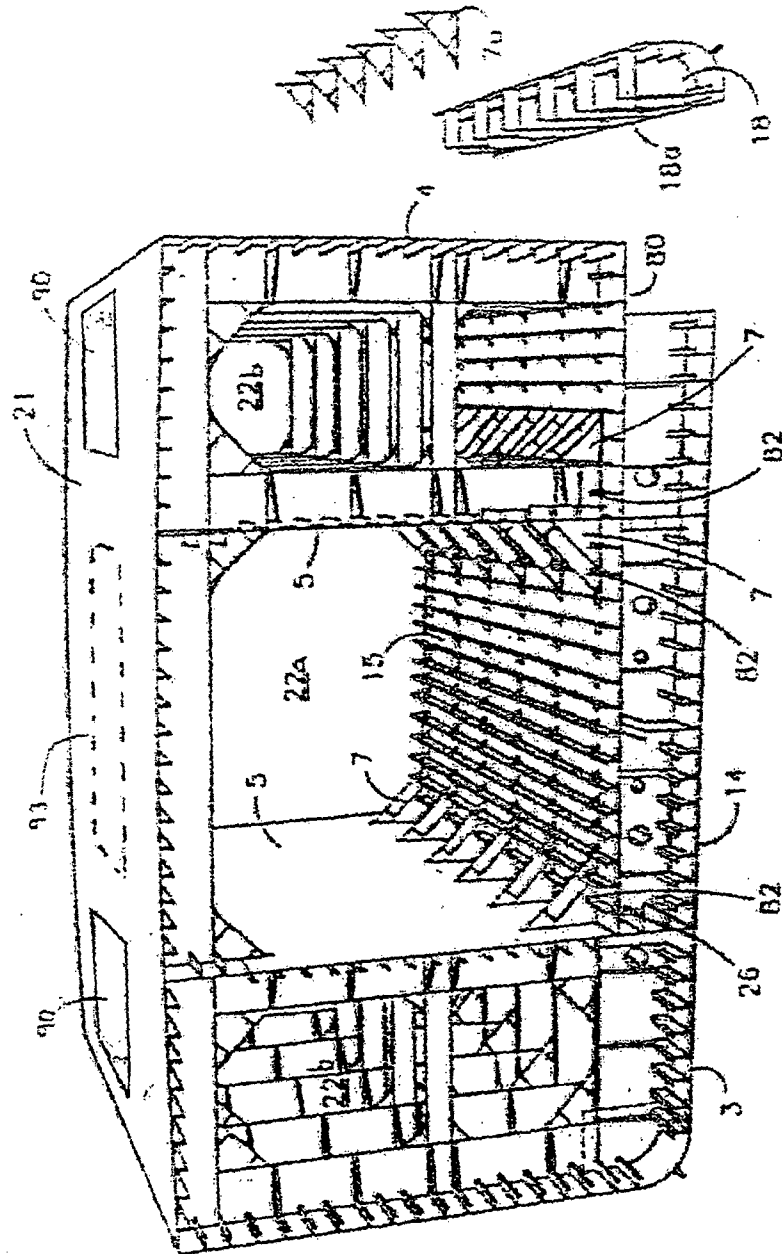
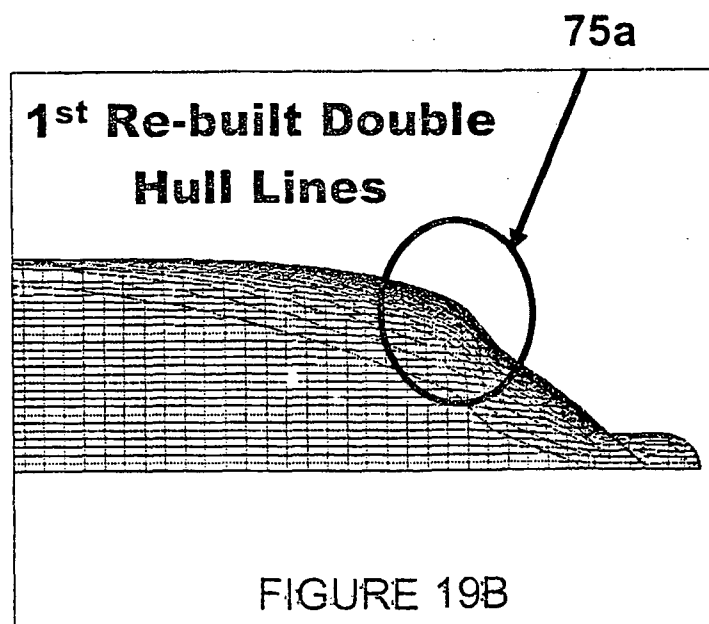
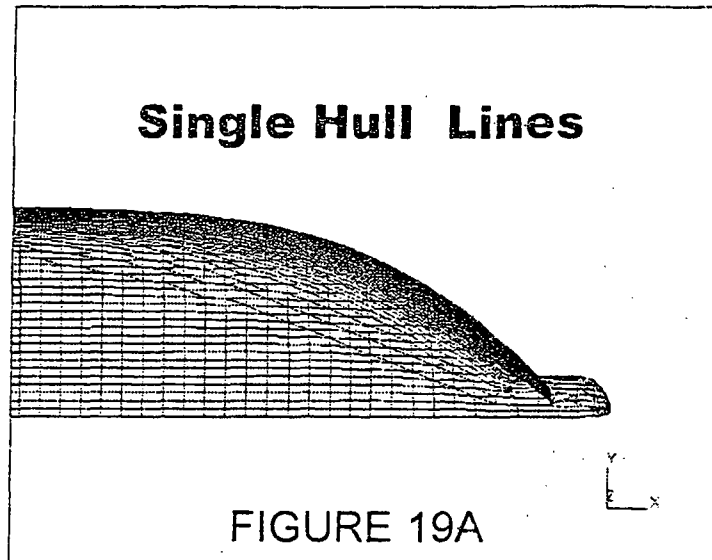


FIG. 17

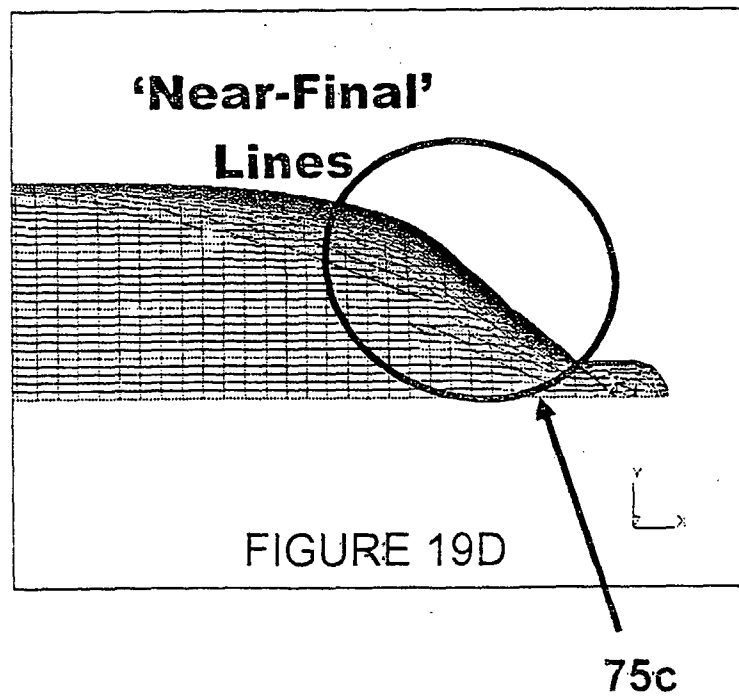
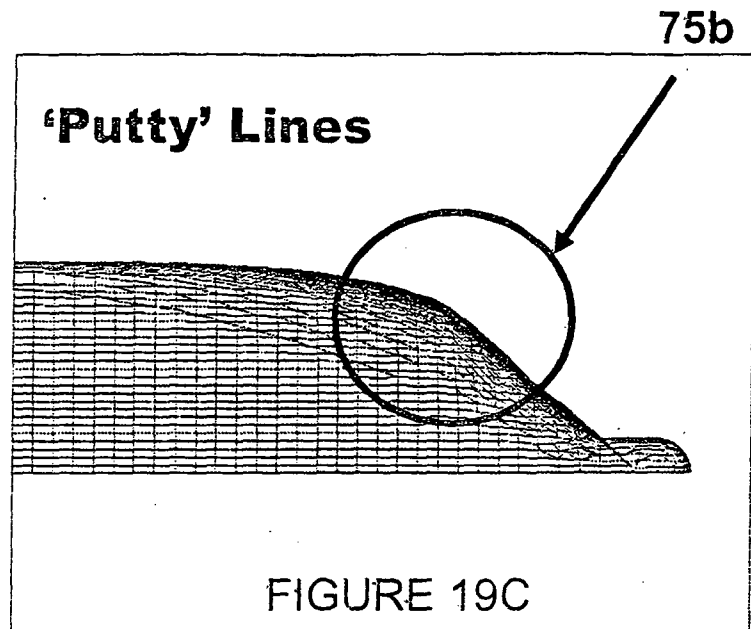


91.6.1

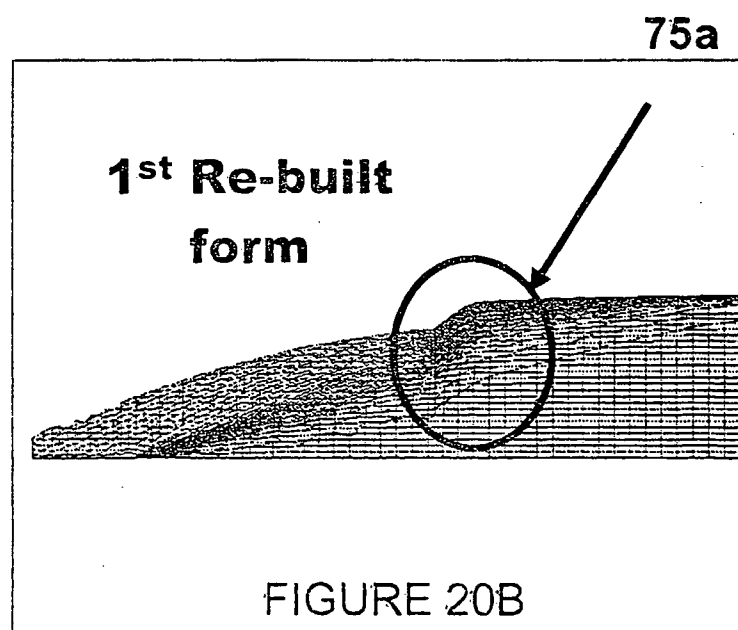
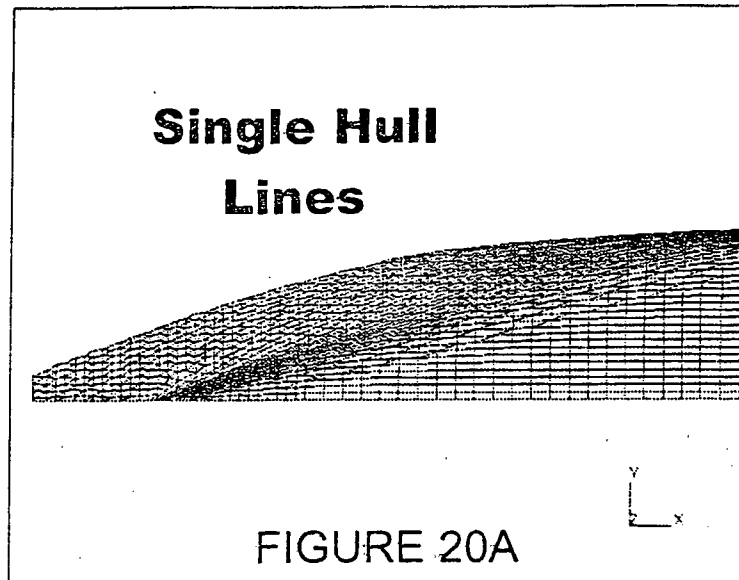
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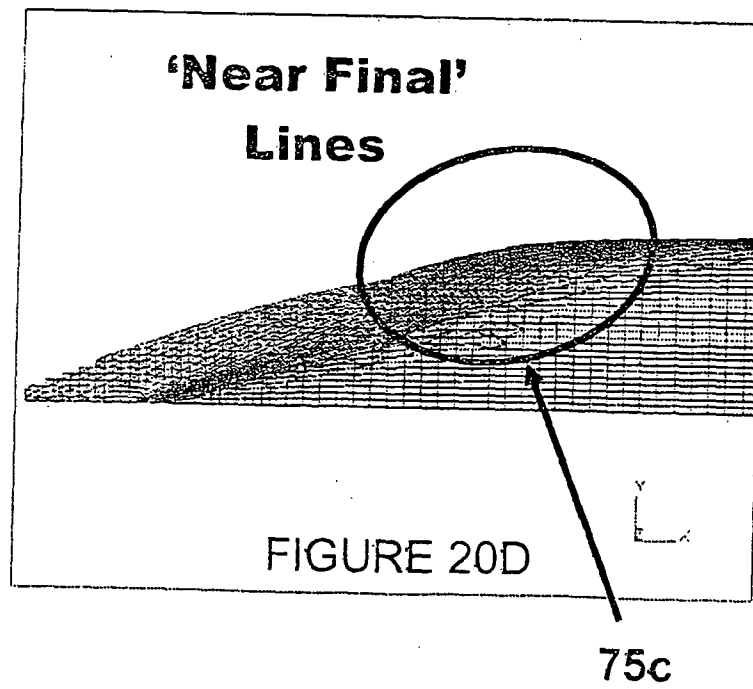
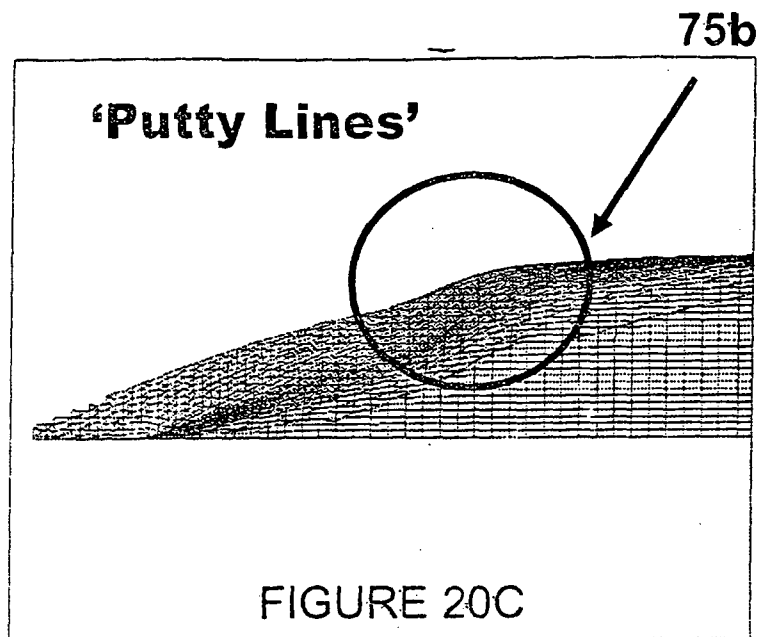
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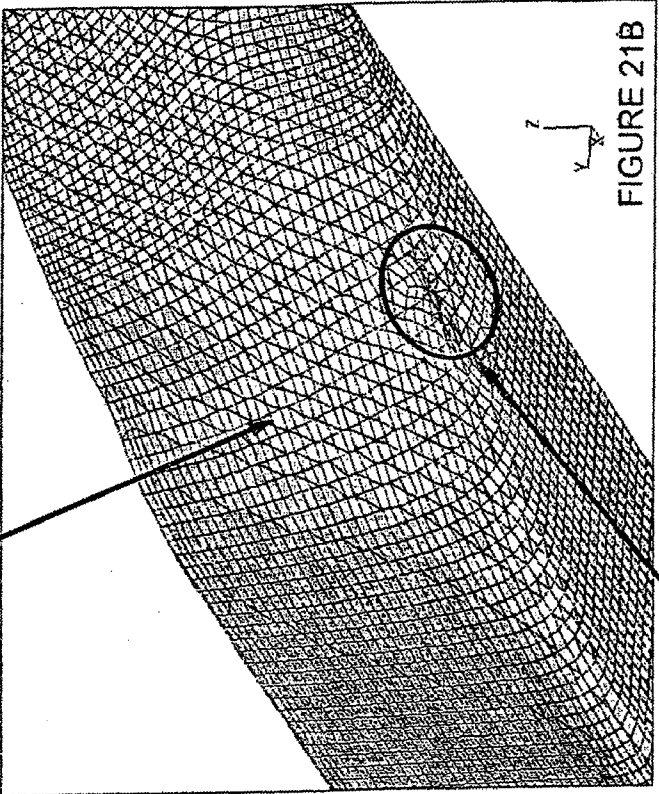
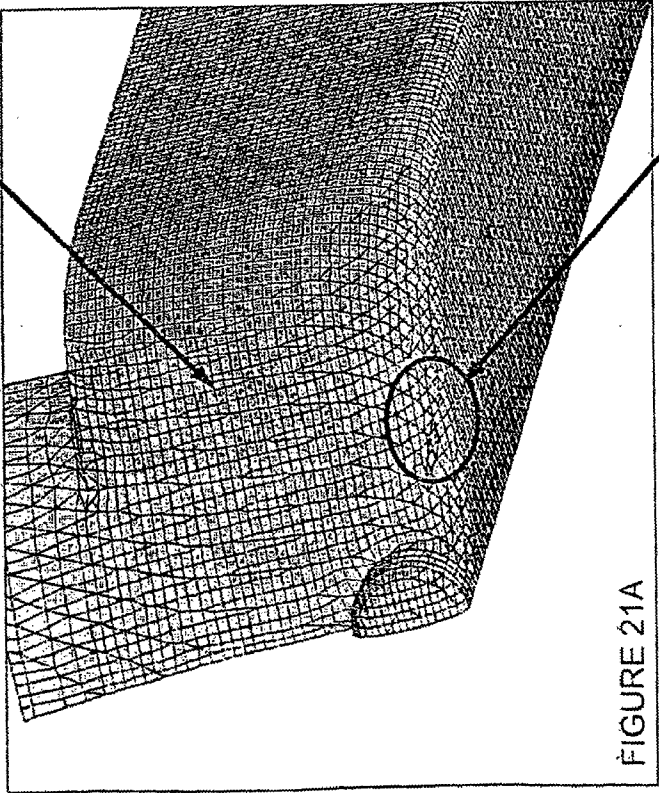
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SMOOTH TRANSITION FROM
DOUBLE HULL TO ORIGINAL SHAPE
(75c)



ADDED PRODUCTION-KINDLY SURFACES
(92)

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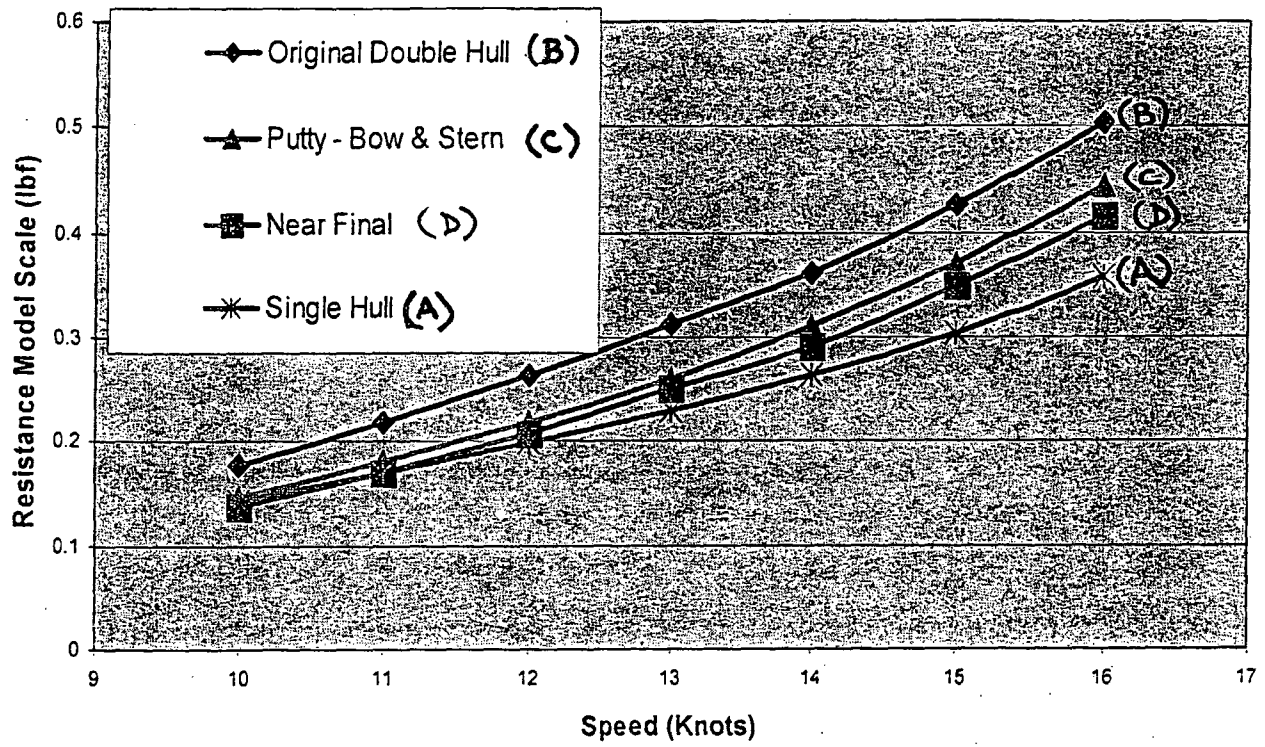
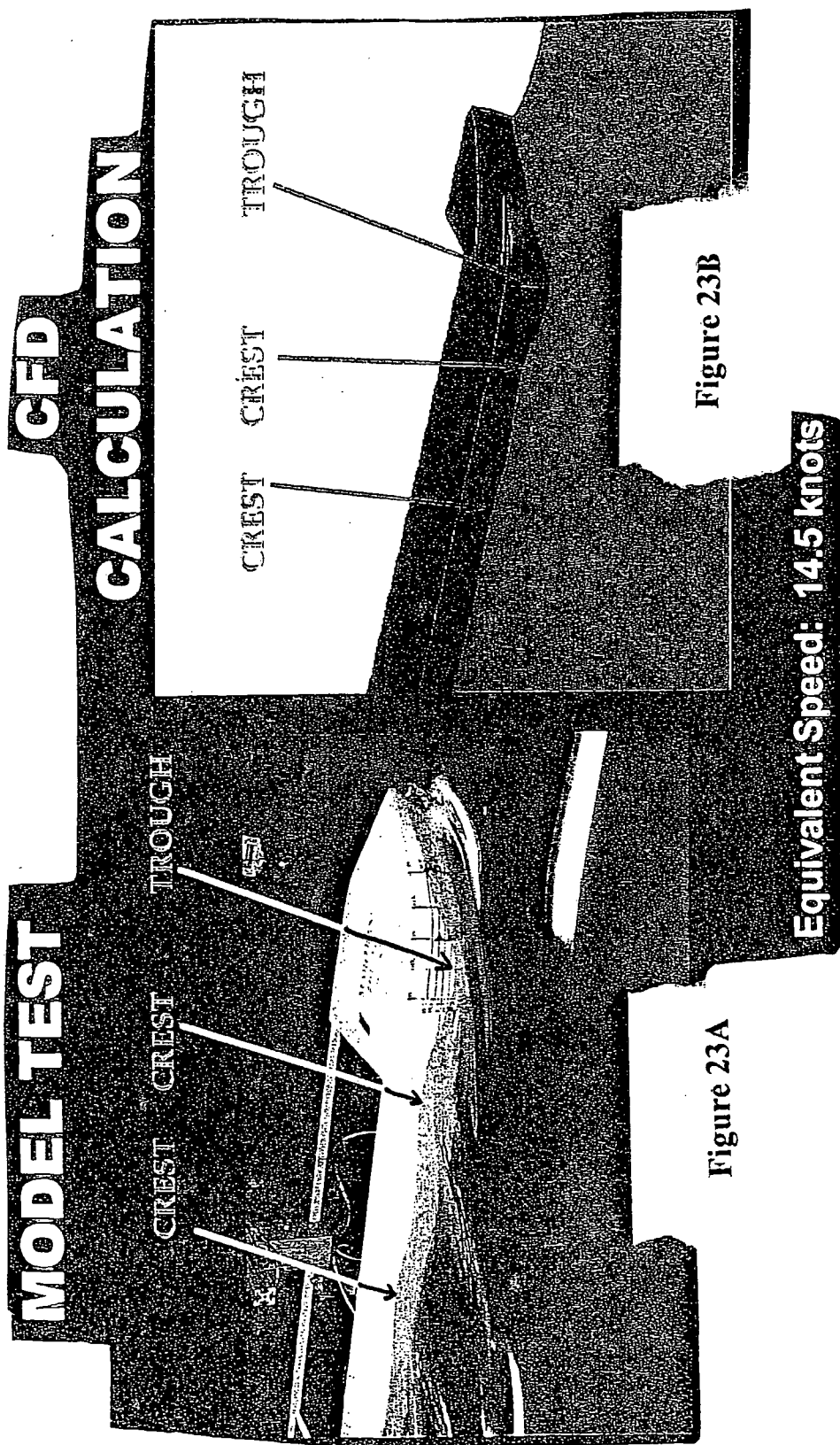
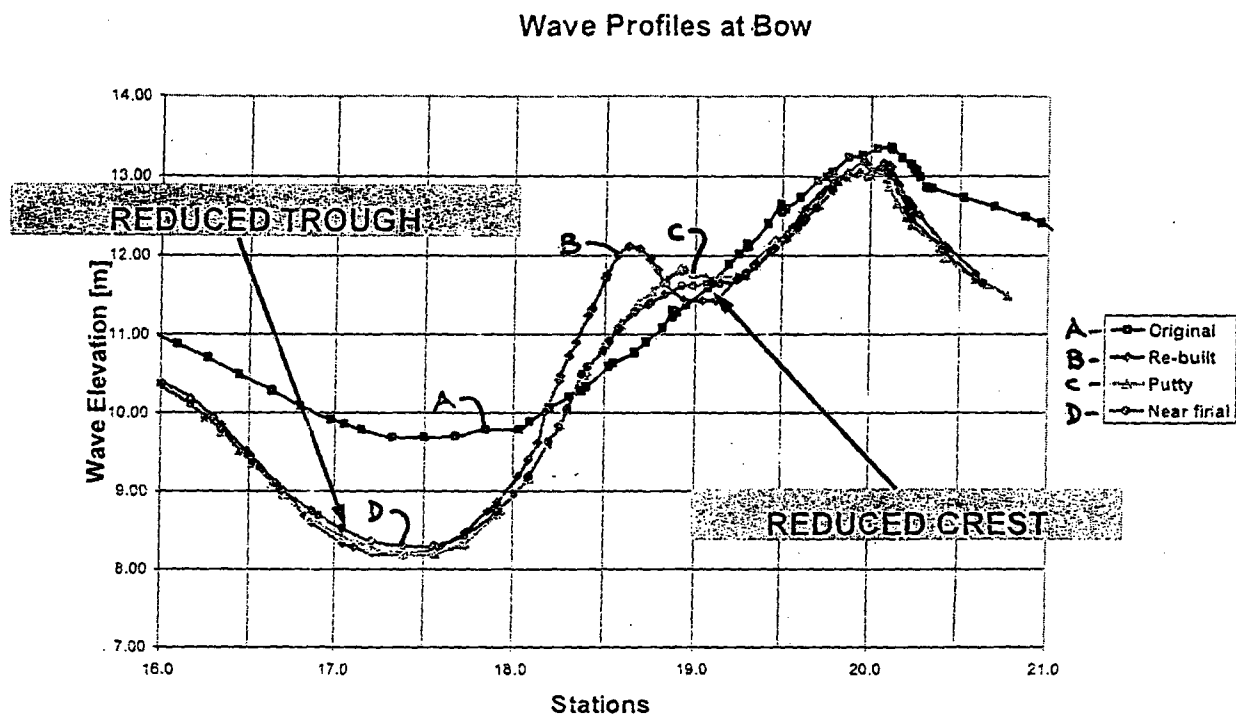


Figure 22



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Equivalent Speed: 14.5 knots

Figure 24

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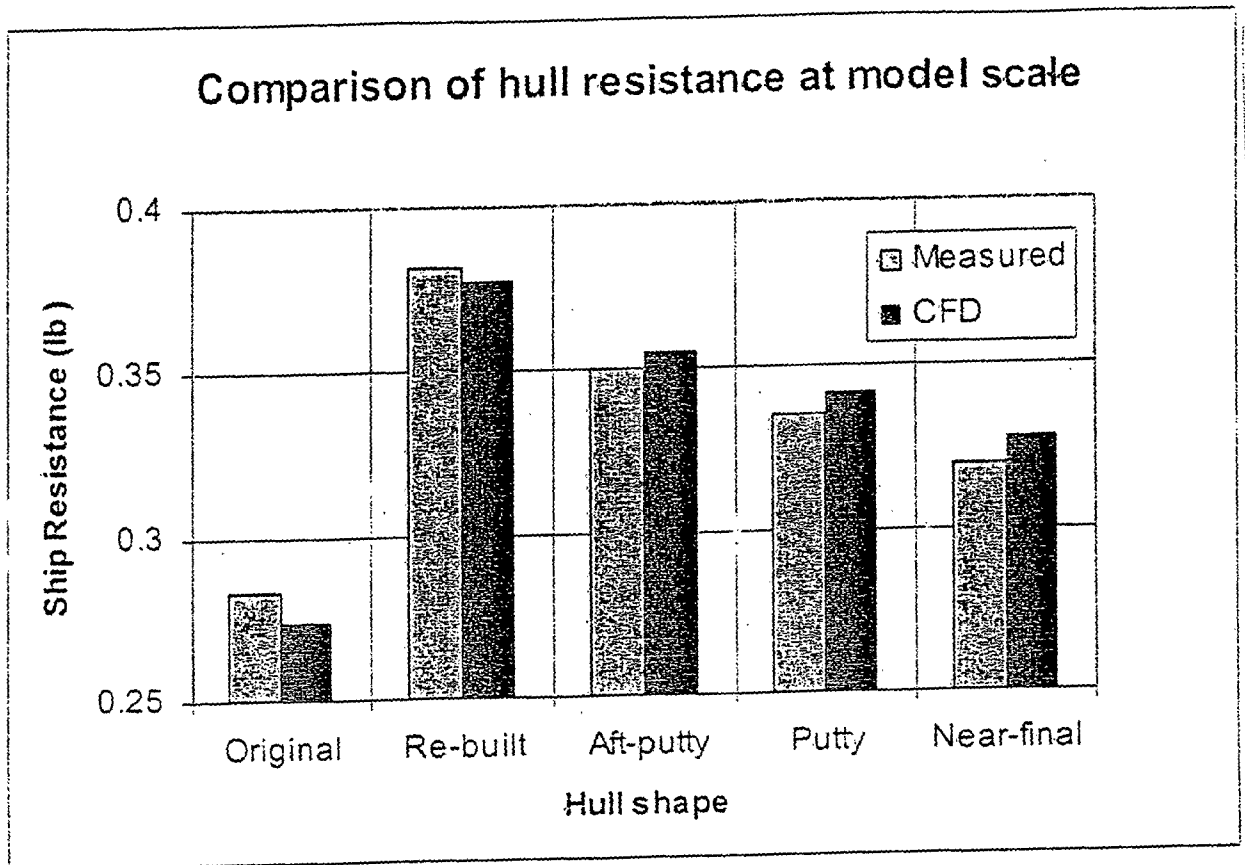


Figure 25