

Figure 1

THE EFFECT OF HULL SHAPE

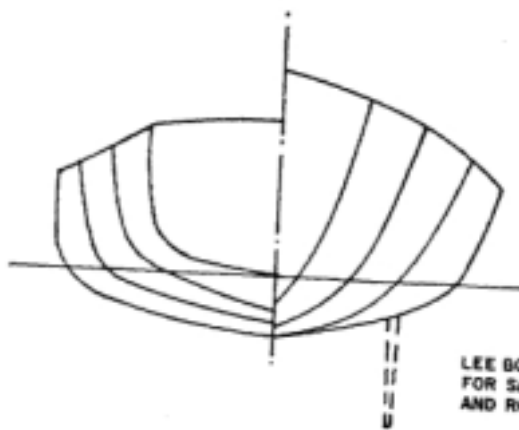
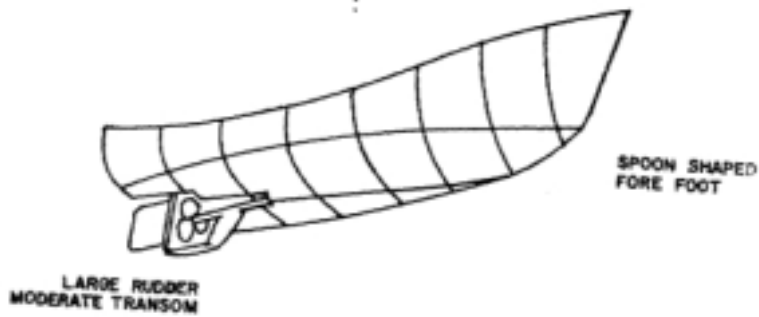
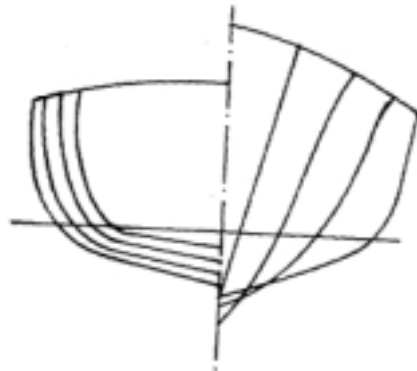
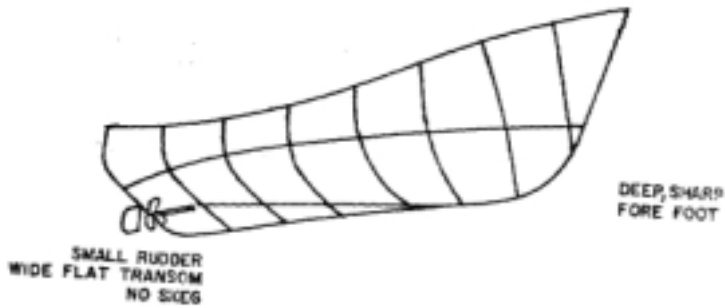
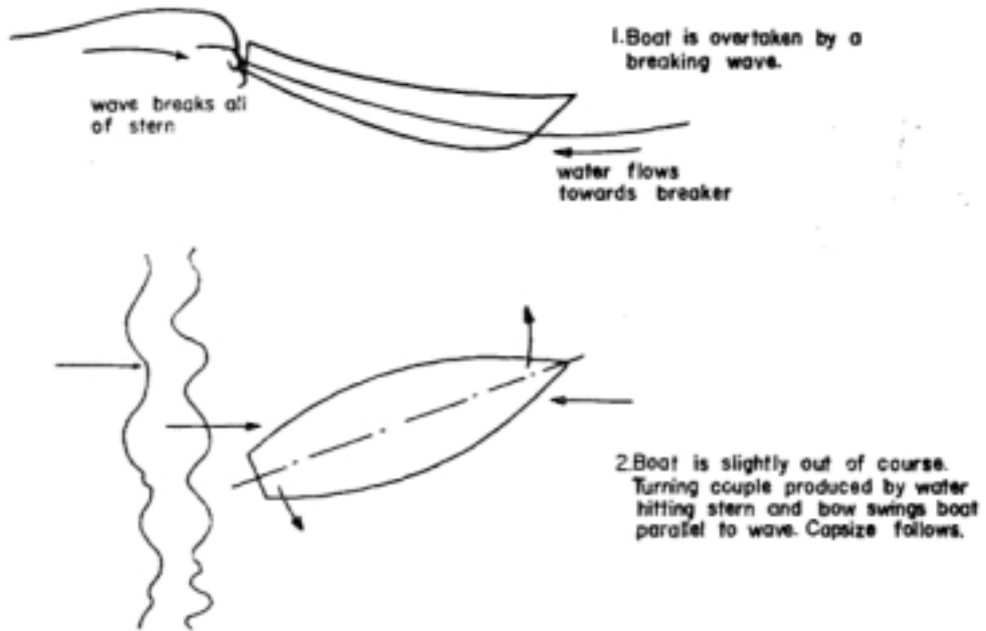
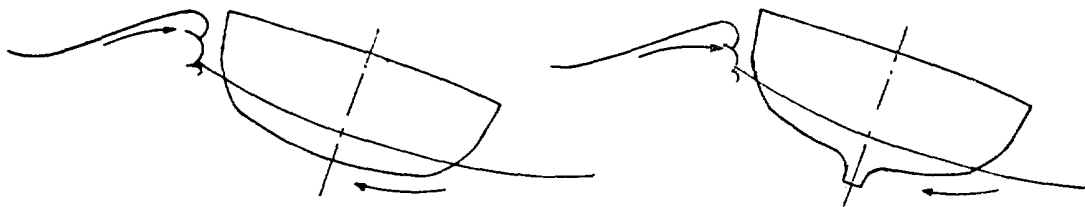


Figure 2

BROACHING - THE CRITICAL PHASE



THE EFFECT OF BOTTOM SHAPE

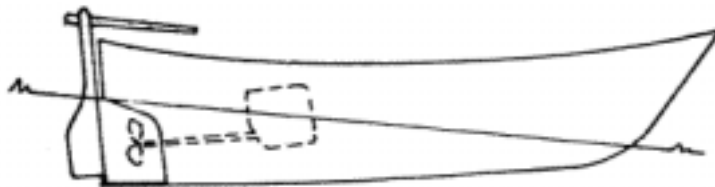


Rounded bottom will permit boat to slip sideways.

Keel will grip the water and increase danger of capsizes.

Figure 3

ENGINE INSTALLATION TRADITIONAL SOLUTIONS



DEEP SKEG
AFT

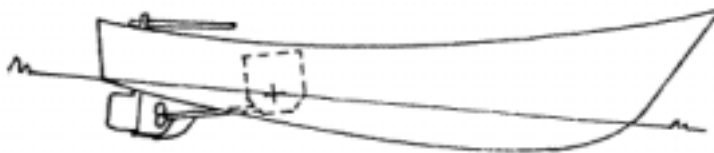
Slow rudder response
High risk of damage to propeller/rudder
Deep draft when landing



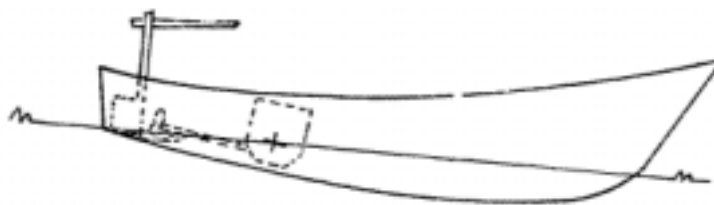
PROPELLER AND RUDDER
IN TUNNEL

Very slow rudder response
Low propeller efficiency

BOBP SOLUTION



RUDDER/PROPELLER
IN DOWN POSITION



RUDDER/PROPELLER
IN UPPER POSITION

Quick rudder response
Low draft when landing on the beach
Low risk of damage to propeller
and rudder

Figure 4
IND-18 GENERAL ARRANGEMENT

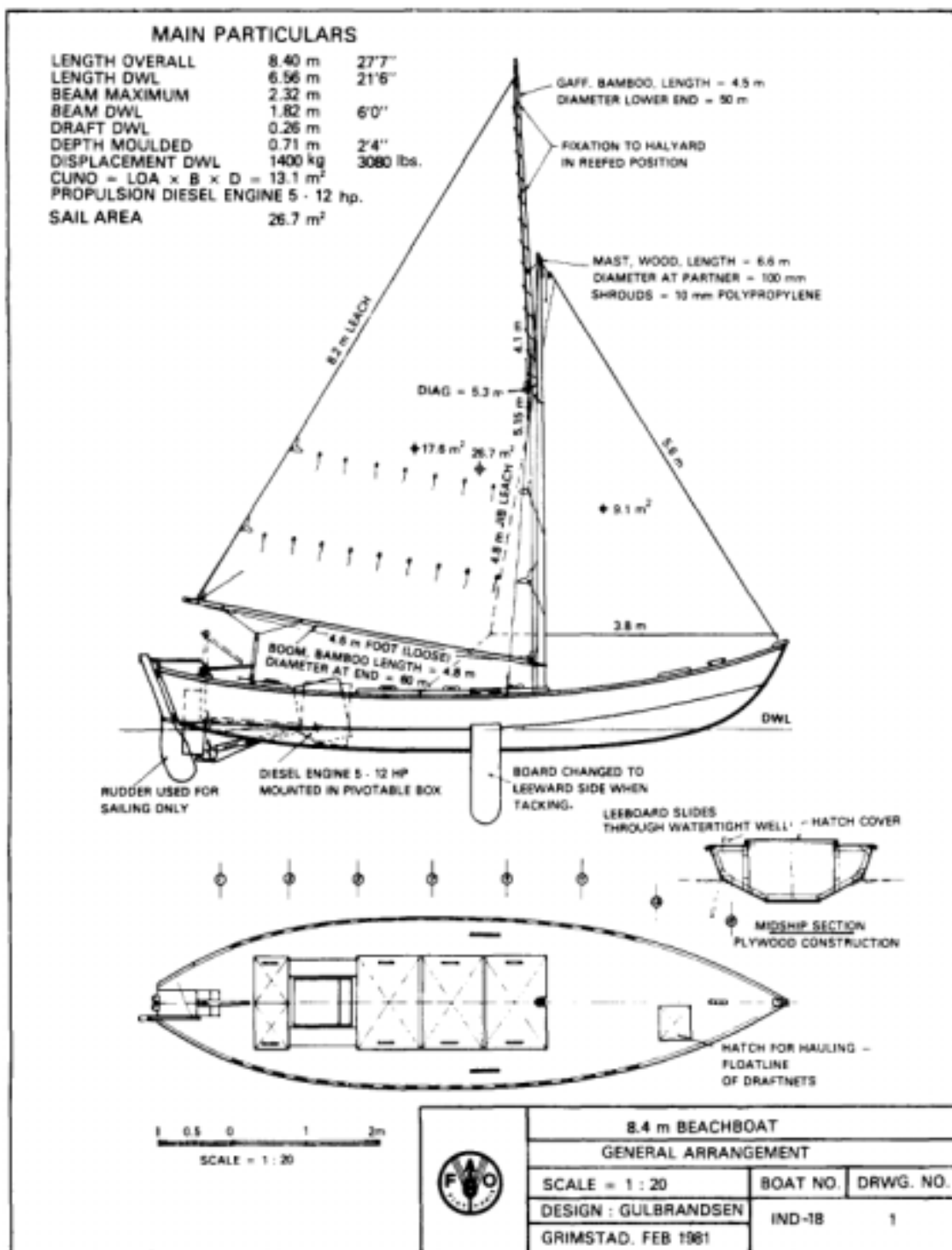


Figure 5
IND-20B GENERAL ARRANGEMENT

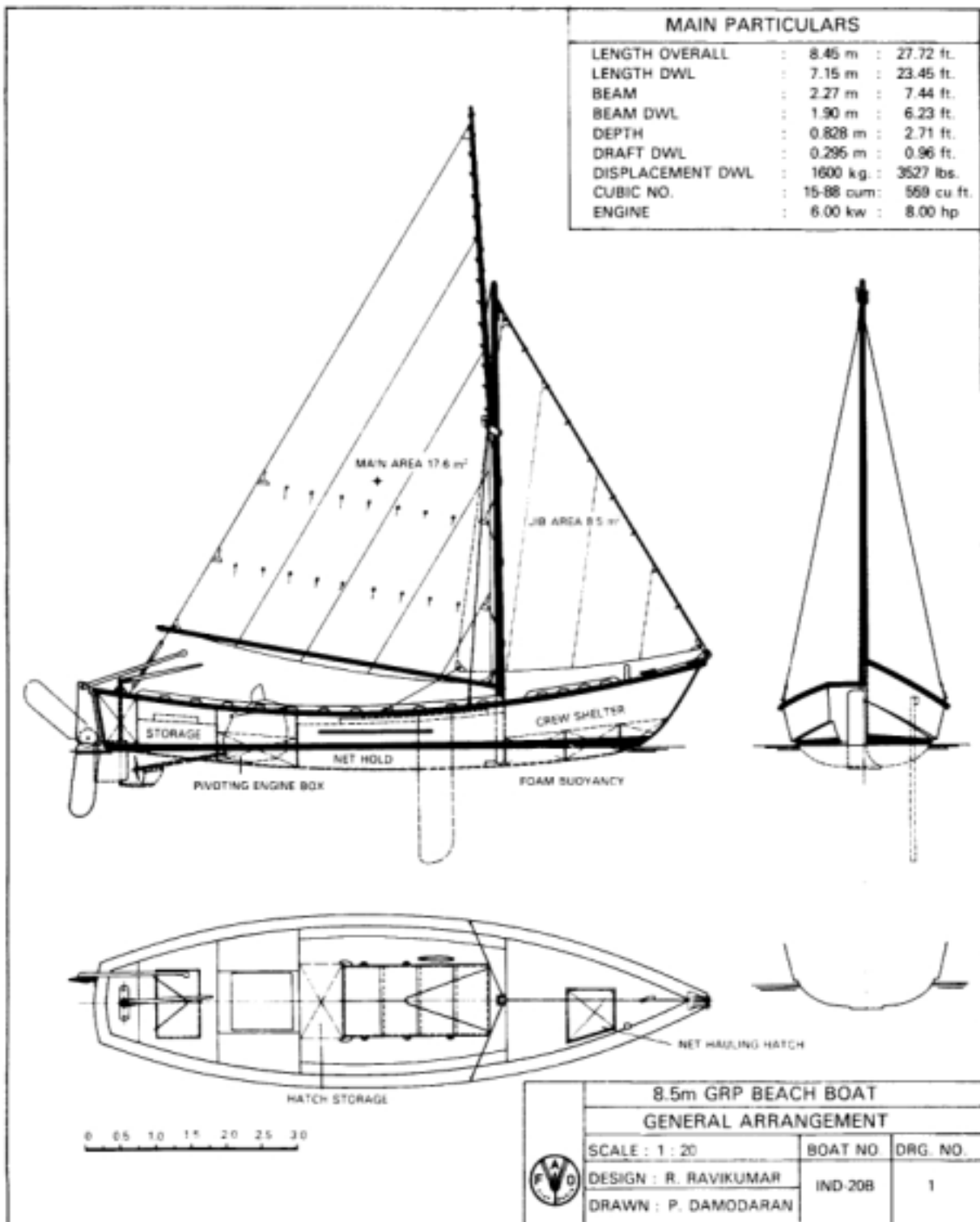


Figure 7
IND-24 GENERAL ARRANGEMENT

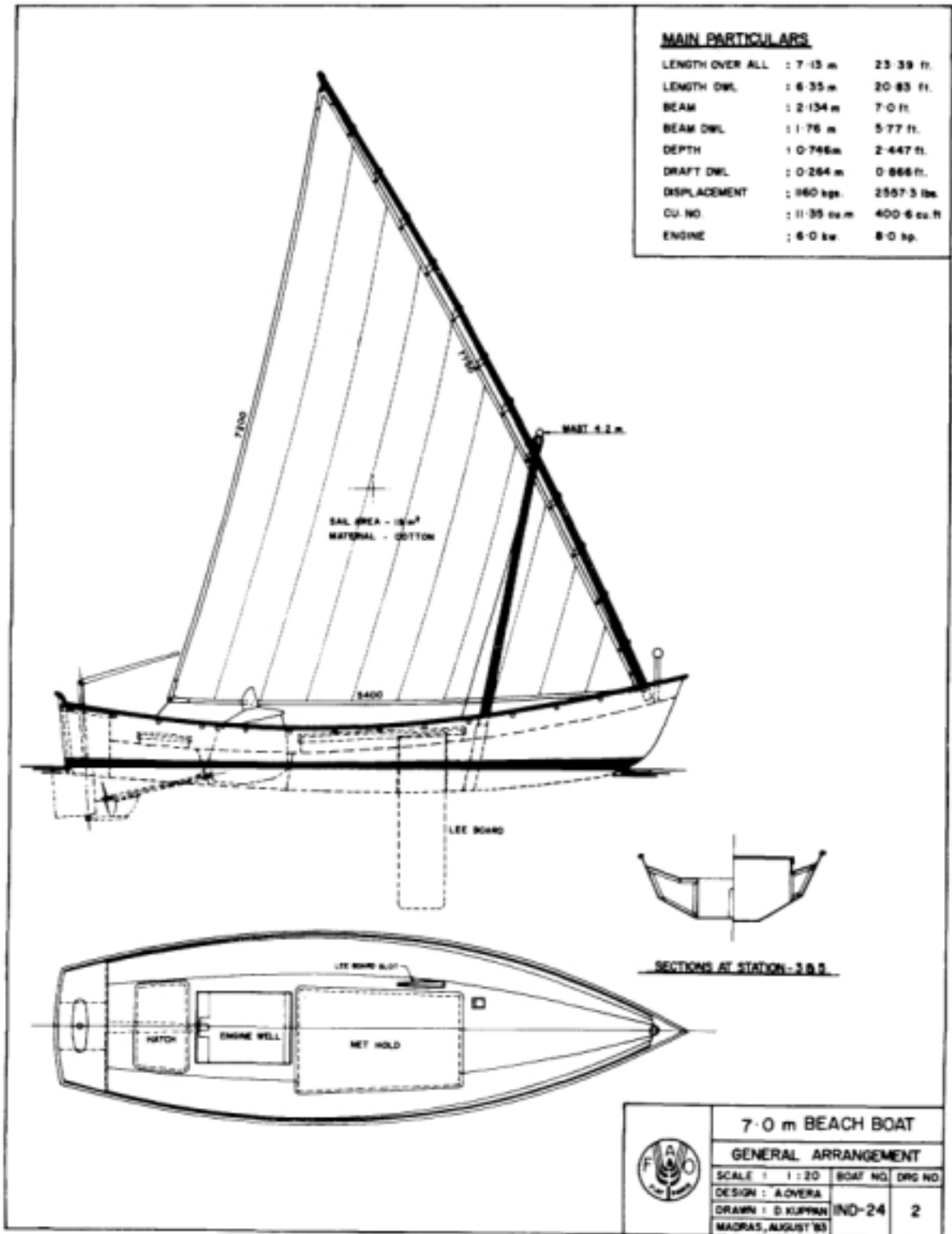


Figure 8
IND-25 GENERAL ARRANGEMENT

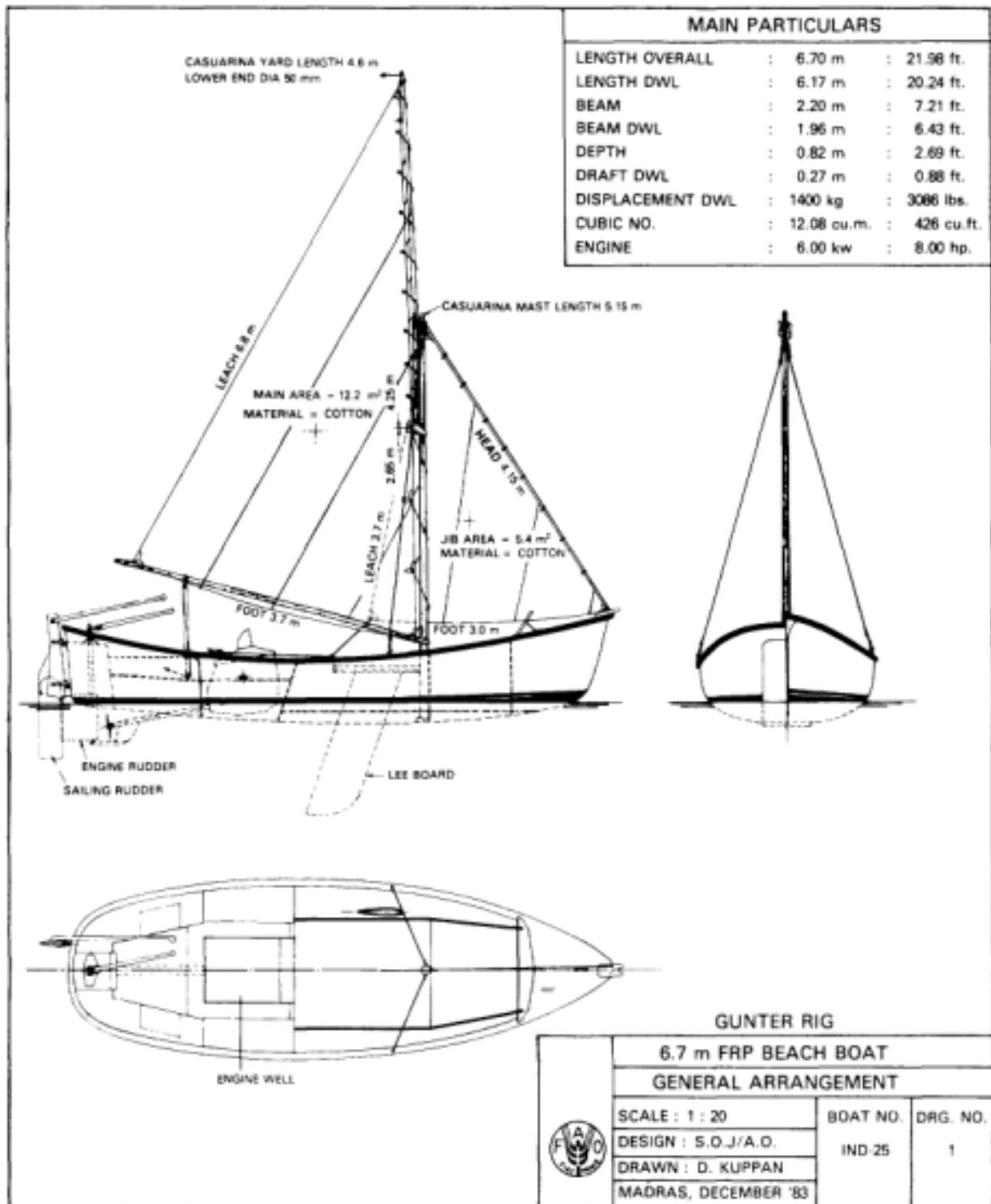
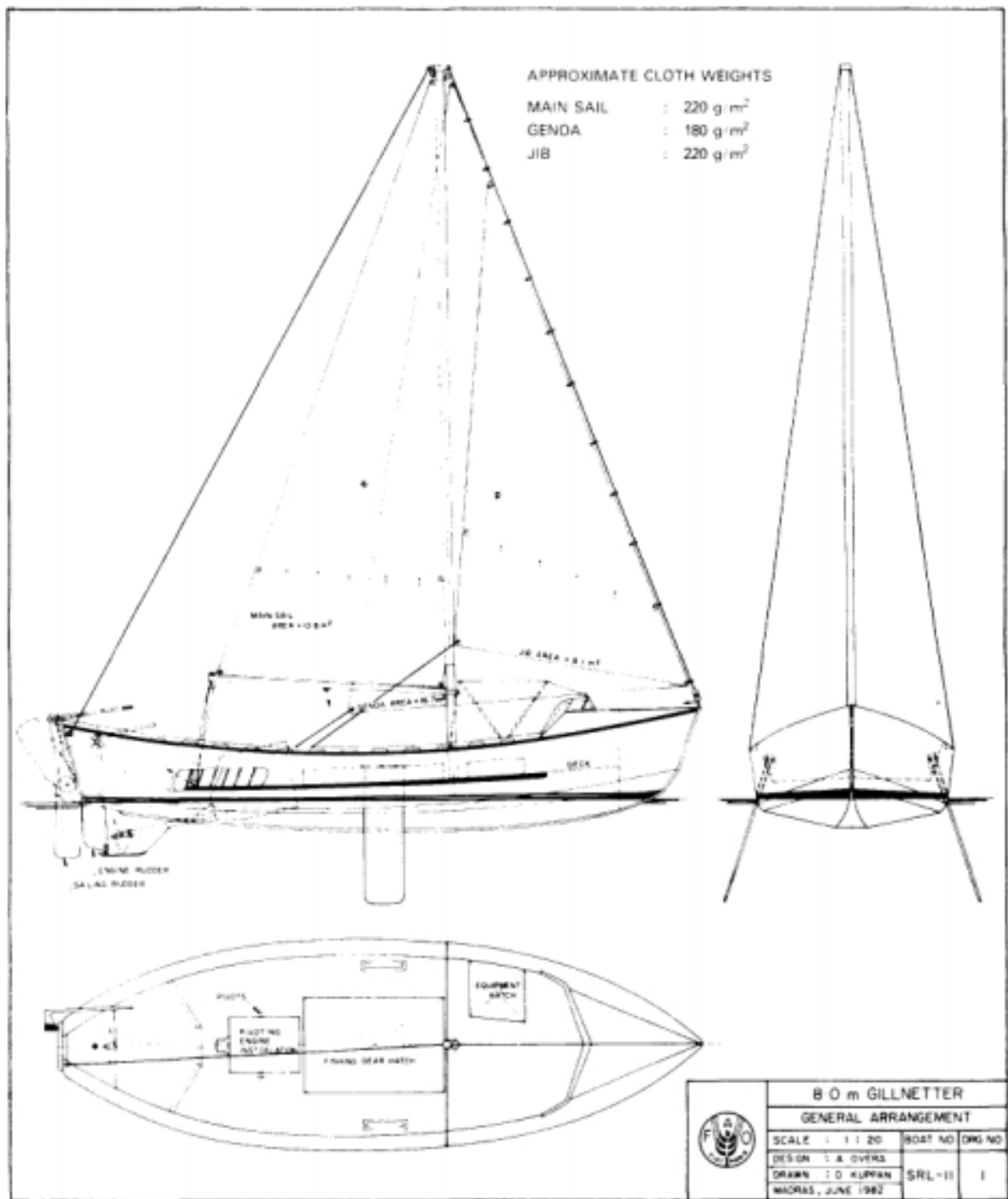


Figure 9
SRL-11 GENERAL ARRANGEMENT



	B O m GILLNETTER	
	GENERAL ARRANGEMENT	
	SCALE : 1 : 20	BOAT NO
	DESIGN : A. OVERS	DWG NO
DRAWN : D. KUPPAN	SRL-11	1
MADRAS, JUNE 1962		

Figure 10
SRL-12 GENERAL ARRANGEMENT

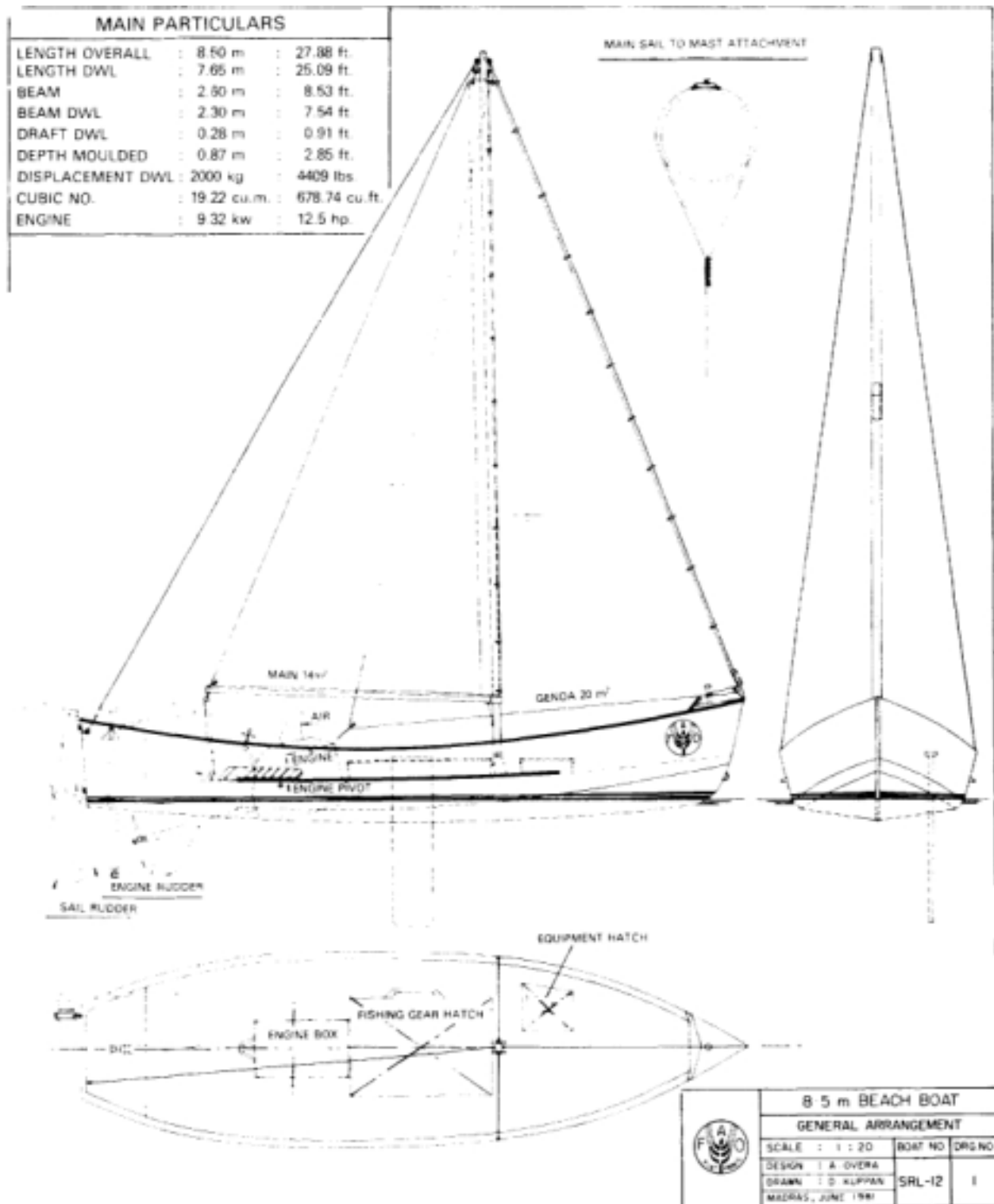


Figure 11
SRL-14 GENERAL ARRANGEMENT

