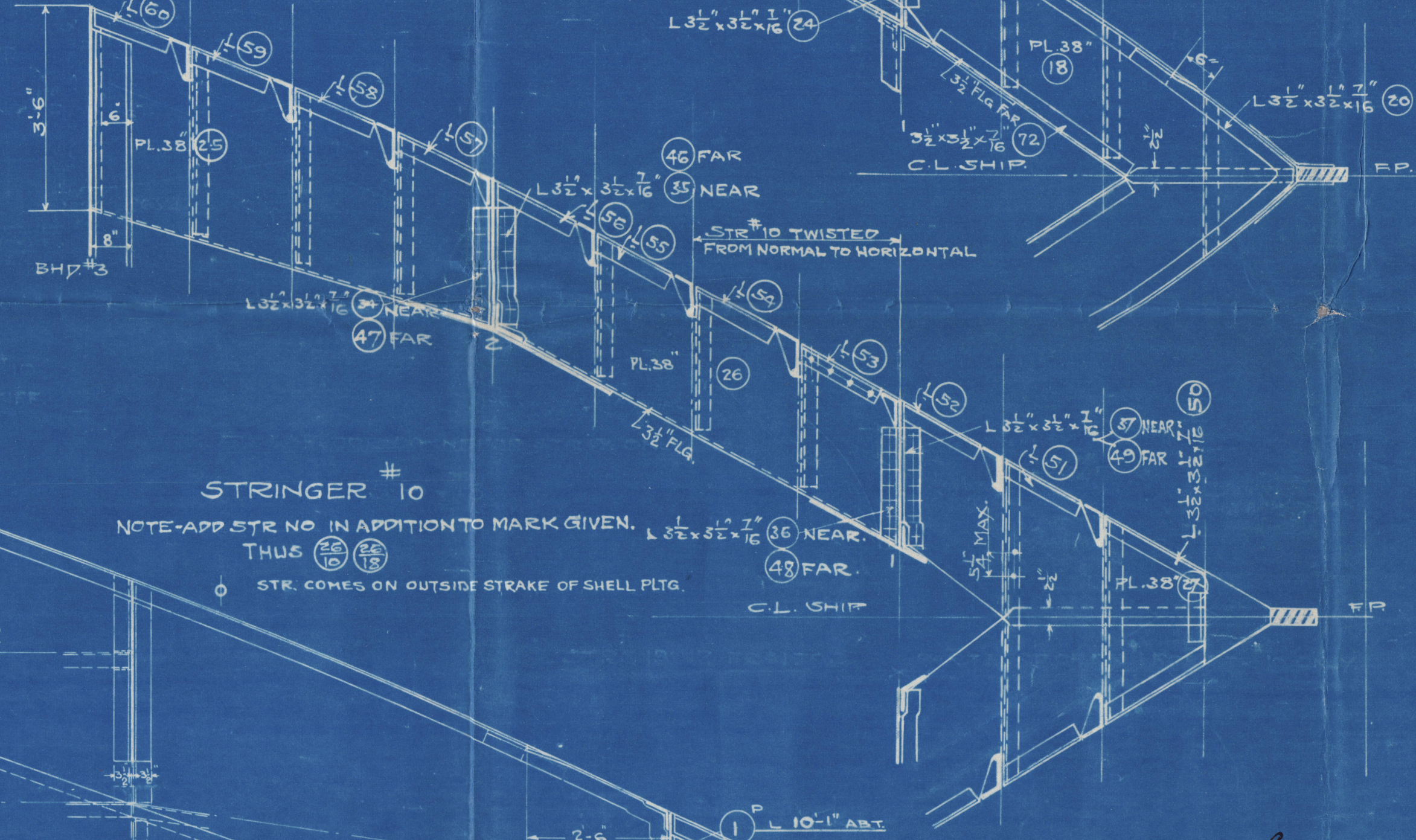
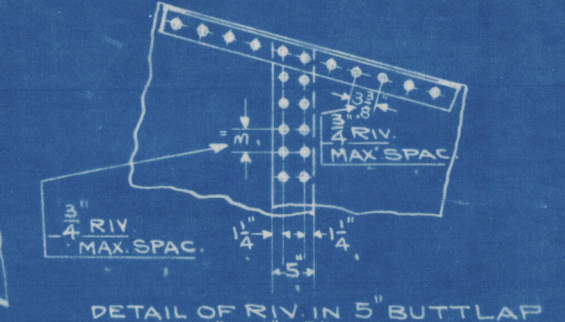


Technical drawing of a bridge structure, showing a plan view and a side elevation. The plan view shows a deck with a width of 38 feet and a depth of 5 feet. The side elevation shows the truss structure with various members labeled with numbers and dimensions. The drawing includes a scale bar at the bottom and a title "BRIDGE #1".

STRINGER #18
PORT SIDE SHOWN STBD OPP
STRINGER COMES ON OUTSIDE STRAKE
OF SHELL PLATING.



NOTE-ADD STR NO IN ADDITION TO MARK GIVEN. $\frac{1}{2} 32' \times 52' \frac{7}{16}$ (36) NEAR.
THUS $\frac{22}{16}$ $\frac{26}{18}$ (48) FAR.
STR. COMES ON OUTSIDE STRAKE OF SHELL PLTG. C.L. SHIP

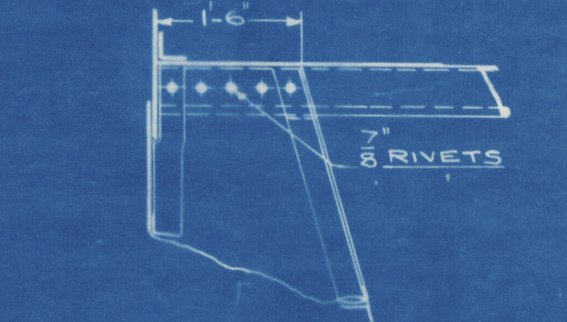


Copy. Approved.
J. M. Coleland.

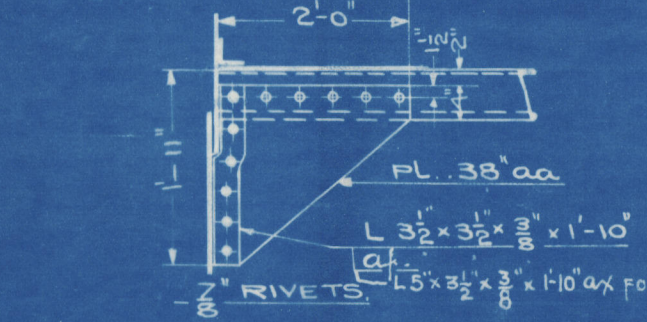
ALTERATIONS	
NO	DESCRIPTION
1	LOCATION FOR SCUTTLE AFT OF #3 STEELIC ADDED.
CONTS. 156 & 157	
2.	SPICE IS CHANGED TO OVERLAR
3.	STRINGERS 7.10 & 18 ADDED BET FRS. 3 & F.P.
4	NOTES 13 & 14 ADDED.
5	STRINGERS 5 ALTERED TO SUIT LLOYDS.
6	LONG 15 & 5 EXTENDED & BRACKETED TO SHELL.
7	FACE 1. ADDED TO STRINGER #7.

RIVETING SCHEDULE		
LOCATION	DIA R/C	RAX SPAC IN DIA MAX RAX IN INCHES
LONGS & B-L TO DE PLATING	$\frac{3}{8}$ "	6' 4 1/2"
DECK STRINGER L TOE PLATING	$\frac{3}{8}$ "	4 1/2' 3 3/8"
W/2 BODY D TO DE PLATING	$\frac{3}{8}$ "	3 3/8'
TRANS CLIPS TO DE PLATING	$\frac{3}{8}$ "	5' 3 3/8"
FOR OTHER RIVETING SEE DETAILS		
STRINGER #7 SHELL	$\frac{3}{8}$ "	5' 6' 4 1/2"
G-4-5 TO STR FL (GAG)	$\frac{3}{8}$ "	7' - 5 1/2"
FACE L TO STR #7	$\frac{3}{8}$ "	7' 5 1/4"

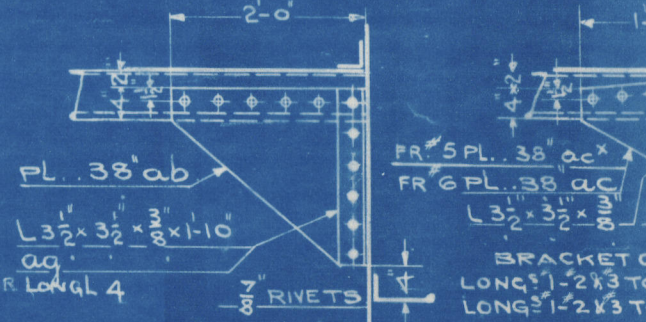
1. LOWER DECK TO BE WATER TIGHT
2. ALL FORE AND AFT DIMENSIONS GIVEN TO FDR LINE
3. LONGS 1 - 2 3 4 5 6 7 8 9
4. THE FOLLOWING ASSEMBLY MARKS TO BE USED IN BUILDING LONGS.
5. G. FOR LONG 1. C. FOR LONG 4. H. FOR LONG 7. FORD FOR NO TUBE
6. FOR LONG 5. K. FOR LONG 8
7. C. FOR LONG 3. J. FOR LONG 6. T FOR LONG 9. GIVEN THIS IS
8. LONGS TO BE MARKED WITH THEIR NUMBER OVER FORD AND AFT LINE. THIS
9. STRING LINE IS TO BE 31.5" LONG 31.5" 31.5" EXCEPT WHERE MARKED
10. TRANS. CLIPS TO LOWER DECK 3" 2.5" 3", EXCEPT WHERE MARKED
11. TRANS. CLIPS TO MARKED LOWER DECK 3" 2.5" 3" EXCEPT WHERE MARKED
12. SPLICE 1/2" TO BE AT LEAST 1/2" LONG - FOR FORD 1/2".
13. FOR BHD 3 SEE KD 251-241-1/2.
14. 11 - 125-241-1/2 - FOR FORD 155" - PR 150-241-3.
15. 12 - TRANS - 125-251-3 - 3" - PR 150-251-13.
16. OVERLAPS OF BHD 1/2" TO BE NOT LESS THAN 12" AND TAKE 4 RIVETS - FOR FORD 151
17. STRINGERS CHARGED TO 251-9



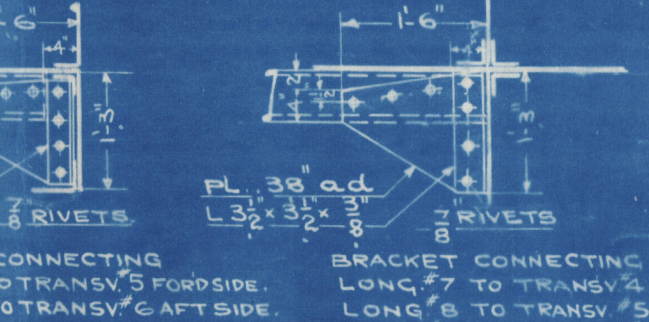
DETAIL SHOWING CONNECTION OF
LONG. #1 TO BRKT ON ϕ OF SHIP.
SEE DR. 125-241-2.



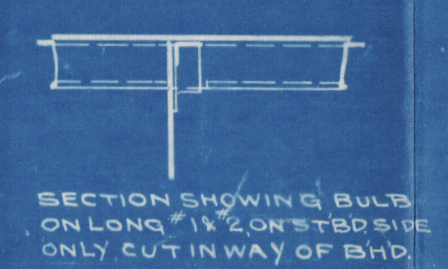
BRACKET CONNECTING LONG'S
#2-3-4-5-6-7-8 TO BHP. #7.



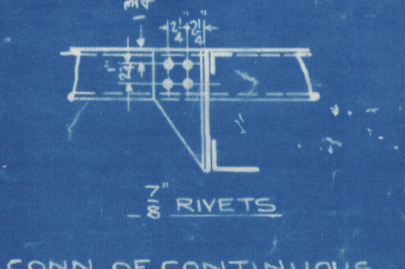
BRACKET CONNECTING LONG'S:
1-2-3-4-56 TO BHD. #3



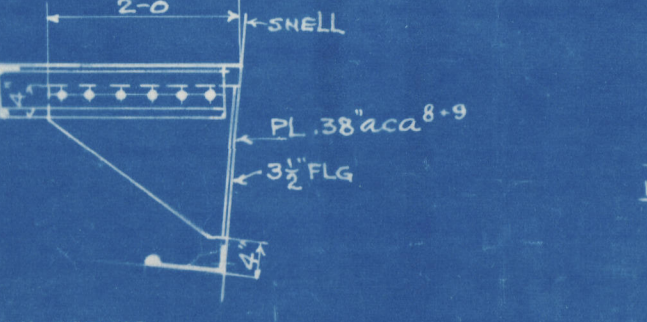
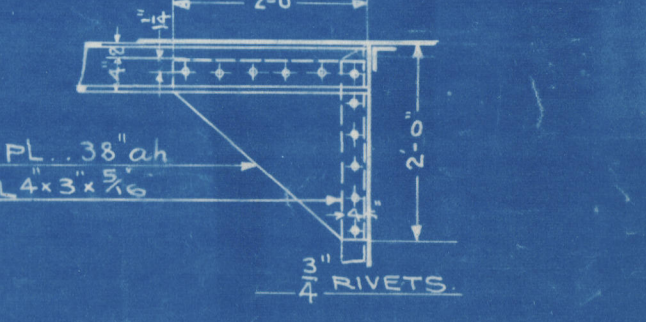
DETAIL SHOWING CONNECTION OF
LONG #3 TO PUMPROOM ENCLOSURE.



SECTION SHOWING BULB
ON LONG #1 & 2 ON STD SIDE
ONLY CUT IN WAY OF BHD.



N. OF CONTINUOUS
Q⁶ TO TRANSV.²

BRACKET CONNECTING
LONG/5 8 & 9 TO SHELL

BRACKET CONNECTING
LONG #2 TO PUMP ROOM ENCLOSURE
PORT SIDE ONLY.

BLUE PRINTS			
PRINT #	DEPT	INPRINTS	SENT TO RETURNED
1-3	DRAKE	3	
4-6	SL	3	
7	PURGE		
8	E-12	1	
9	SL		
10	PURGE		
11-17	SL	12	
18	VACUUM		
19	E-12	1	
FOR CONTS		15-15	
1-2	LIE		
3	PURGE		
2-30	SL	10	
31-4	PURGE		
35-37	DRAKE	3	
38	SL		
39	PURGE		
40-42	PURGE		
43-44	PURGE		
45-46	PURGE		
47-48	PURGE		
49-50	PURGE		
51-52	PURGE		
53-54	PURGE		
55-56	PURGE		
57-58	PURGE		
59-60	PURGE		
61-62	PURGE		
63-64	PURGE		
65-66	PURGE		
67-68	PURGE		
69-70	PURGE		
71-72	PURGE		
73-74	PURGE		
75-76	PURGE		
77-78	PURGE		
79-80	PURGE		
81-82	PURGE		
83-84	PURGE		
85-86	PURGE		
87-88	PURGE		
89-90	PURGE		
91-92	PURGE		
93-94	PURGE		
95-96	PURGE		
97-98	PURGE		
99-100	PURGE		

HULL DEPARTMENT

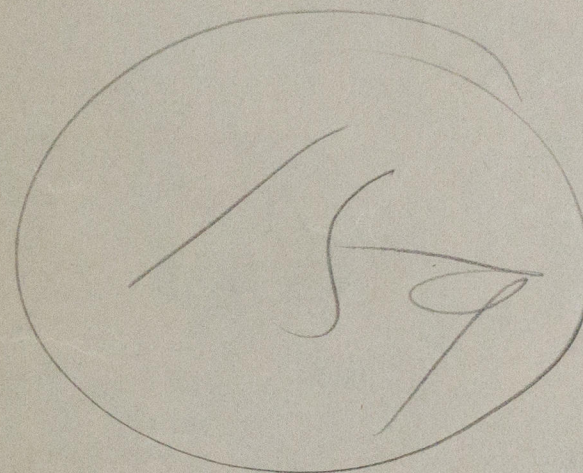
LOWER DECK PLATING

NEW YORK SHIPBUILDING COMPANY
CAMDEN, NEW JERSEY, U.S.A.

DR. 125-231-1-1
APPROVED 1/1

NEW YORK SHIPBUILDING CO.
CAMDEN, N. J., U. S. A.
BLUE PRINT ROOM

Print No. 61
Made SEP 21 1914
For Dep't LLÓYDS



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Lloyd's Register
Foundation

Lower Deck Forward

New York A.S.B. No 156/7/9

156 - ^{Refast} no. freight "Pha Rpt. No 2160
157 - no. "fulstream" ——— 2167
159 - no. "fulcoast" ——— 2239

