

25-7-35.

see London letter, and plan approved 10.10.25
see London letter of 12/10/25 (5200 x 80 x 11.5)

S. 914

Whale-oil-factory

Midship-section

1:25

Length between P.P. _____ 600'0". 183.877m
Breadth moulded _____ 80'0". 24.384.
Depth to Upperdeck _____ 55'0". 16.764.
Depth to Seconddeck _____ 40'6" = 12.345.

Classe: Lloyds Register + 100A Full scantling vessel.
Whaling Service. Carrying petroleum in bulk. *longitudinal*
Strengthened for navigation in ice.

$L \times D = 600' \cdot 55' = 33000$
 $L \times (B+D) = 600'(80'+55') = 81000$
 $L : D = 600' : 55' = 10.90$
 $Speed = 12 sm$

Equipment to Rule.

Riveting:

Bottom shell and Keel butts are to be flush full welded inside and outside strapped.
Flare Keel end laps at ends quadruple overlapped rivets 28 ϕ -4d.

[illegible]

Strake below sheerstrake seam double 150% rivets 28 $\frac{1}{2}$ -4d } .95L { end laps quadr.to treble
and laps overl. quintuple " 28 $\frac{1}{2}$ -45d }
Sheerstrake seam double 150% rivets 28 $\frac{1}{2}$ -4d } .95L { at ends.
and laps overl. quintuple " 28 $\frac{1}{2}$ -45d }

Second ^{Deck} seams 0.5L double 115" riv. 19# - 35d
 " " stringer " " 115" " 19# - 35d
 " " end laps 0.5L treble 22# - 35d, to double at ends
 " " plating " " double " " single " "

Upper Deck	seams	0.5L	double	150"	rivets	350-4d
"	stringers			150"	"	250-4d
"	end caps		quadruple			as steel grade in table at ends
"	plating		quadruple			250-4d quadr. to single at ends

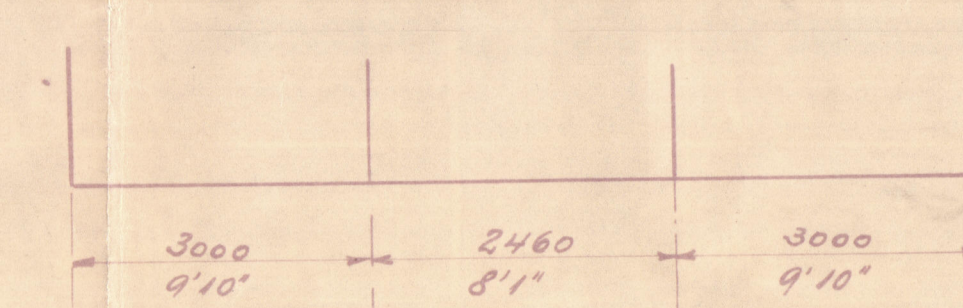
Centre line and wing bulkhead
 plating below 135% seams double 115% riv 19# - 35d
 above 135% 135% 22# - 4d
 end laps over 125% 22# - 4d 19# - 35d below 125%
 of bottom strake treble 22# - 35d

Profiles:

Flare keel angles	100-106°	rivets	28° - 5d
"	"	"	28° - 5d
"	"	to bulkhead	"
Wing bulkhead	90-90.4°	"	28° - 5d
Bulkhead transverse	"	"	22° - 5d
"	"	"	22° - 5d
"	"	longitudinal	22° - 6d and rivets 3sd for 9 rivets
"	"	"	foremost oil compartment - 45d
Side transverse	"	"	22° - 5d

1st Deck
 longitudinal/mols 22a - 6d
 below 15 between 25 feet, the Upper Deck:
 are to be spaced 45d; apart for a number of rivets
 on each side of the transverse and need more
 the distance below the Upper Deck exceeds 25 feet
 is this spacing 3rd for 9 rivets.
 Second Deck stringer angle double riv 22a - 6d Upper Deck stringer angle double riv 22a - 5d for 12
 transverse 22a - 6d 22a - 6d
 longitudinal/mols 22a - 6d longitudinal/mols 22a - 6d
 Vertical mols below Second Deck 22a - 4.5d

Length of one Oilcompartment 27'9". 8460%



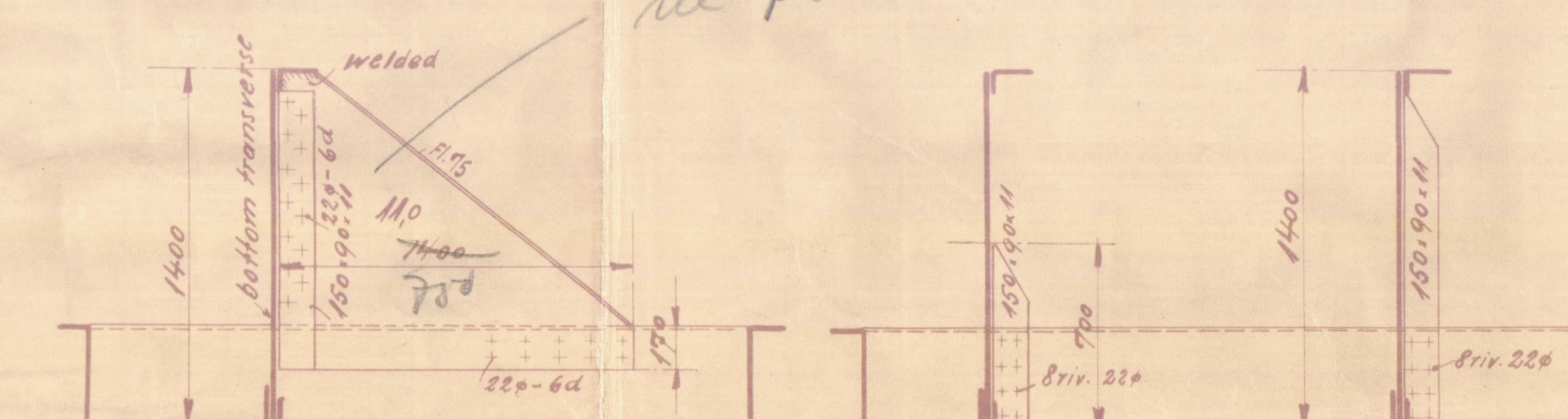
Bottom Longitudinal.

1:25

Bracket attachment to
Bottom-Transverse.

Stiffeners to Transverse.

the plan "Brackets" approved 2.9.35



Zeich. N: 1

Deschimag. A. G. Weser* Bremen 17. 7. 35. *W*

Bottom plates 22.5 at Ends 16.5
3 strakes 24.5 Forward 1/2 L. to
Collision bulkhead.

W91-0152

ers. Deutsche Schiff- und Maschinenbau A.G.,
Werk Act. Ges. Weser, Bremen,
Yard No. 914.

Amended plan, No. 1, Midship Section.
Bremen letter M., 19. 7. 35.

①

TERJE VIKEN

W91-0152



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Foundation