

Hand-drawn structural drawing of the hull of the USS Albatross (SS-218), showing the bottom, side, and transverse views. The drawing includes detailed dimensions, material specifications, and construction notes. Key features include the bottom plating, side plating, transverse bulkheads, and various structural members like stiffeners and girders. The drawing is oriented with the bow at the top and the stern at the bottom. The hull number '218' is prominently displayed in the center. The drawing is a technical sketch, likely for construction or repair purposes, showing the internal structure and external plating of the submarine's hull.

<u>LOOPS NUMERALS</u>	
<u>BREATH TLD.</u>	56.00
<u>DEPTH</u>	32.75
<u>TRANSVERSE No.</u>	88.75
<u>LENGTH OCT. PDL</u>	415.0
<u>LONGITUDINAL No.</u>	36831
<u>DEPTH TO LENGTH</u>	12.61
<u>EQUIPMENT</u>	13 PER TUBE
<u>POOP BRIDGE & KEELE</u>	1014.
<u>HOUSET ON POOP BRIDGE</u>	420.
<u>LONGITUDINAL No.</u>	36831
	38267

GENERAL NOTES

NATURAL IN TRANSVERSE, MEET & BEND TO BE WELL ROUNDED AT
CARVING & NOTCH & RIVET PUNCHED.

BRACKET STRIKING LEVELLY TO GIVE TO BE .89 THICK AT & BELOW
3" DIA. & .80 THICK ABOVE 3" DIA.

THE LOWER SPACES OF TRANSVERSE & LONG. END, EXCLUDING FLOOR PLATES &
CENTER REGION, TO BE INCREASED IN THICKNESS WHEN DEPTH
OF B.O.D. IS INCREASED DUE TO WIG.

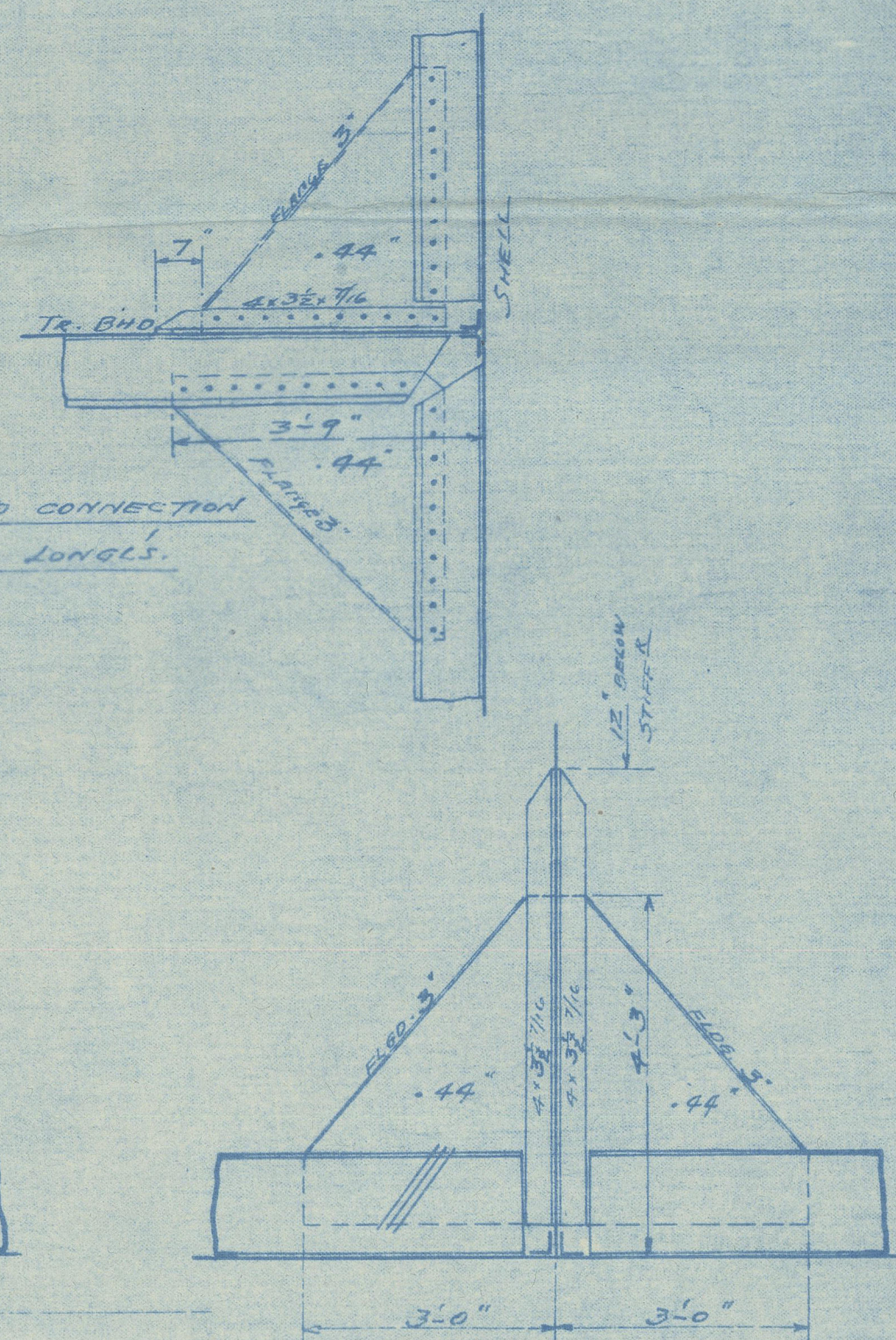
WHERE ADDITIONAL STIFFENING ON TRANS. & LONG. ENDS ARE REQUIRED DUE
TO GREATER DEPTH THAN SHOWN, THE STIFFENERS WILL BE PLACED AT THE
BOTTOM AND HAVE A MIN. THICKNESS OF .89 THICKER FOR SUBSEQUENT INCREASES
UNTIL LARGEST STIFFENING.

ALL BOTTOM, DECK, & 10 RIVET BRACKETS TO BE FLANGED ON FIRE.
QUARTER HOLE IN BOTTOM LONG. 3" X 1/2" SLOPED 30".

DND. BRACKET CEIL. ARE TO EXTEND FAR ENOUGH BEYOND BRACKET TO
SECURE TWO MORE RIVETS AT LEAST.

FOR INFORMATION REGARDING REINFORCEMENT, AT AND SEE OTHER PLANS.

KEEL BUTTS DOUBLE S STOPPED, 4" ME RIVETED 3" RIVETS FOR $\frac{1}{2}$ L AND
WASER STRONG BUTTS, 4" ME STOPPED, 1" ME RIVETED, 1" RIVETS FOR $\frac{1}{2}$ L, TO
3" ME RIVETED, 1" $\frac{1}{2}$ R RIVETS, AT RIGDS.
STRONG BARGE BUTTS, BUTTS LAPPED 4" ME RIVETED, 1" RIVETS FOR $\frac{1}{2}$ L, TO
3" ME BUTT LAPS, $\frac{1}{2}$ R RIVETS, AT RIGDS.
BOTTOM & BLAZE PLATING, 4" ME RIVETED BUTT LAPS, 1" RIVETS FOR $\frac{1}{2}$ L, TO
3" ME RIV. BUTT LAPS, 1" RIVETS AT RIGDS.
BALANCE OF SHEEL, 3" ME BUTT LAPS, $\frac{1}{2}$ R RIVETS THROUGHOUT.
CENTER REEFING, BUTTS LAPPED & 3" ME RIVETED, 1" RIVETS.
UPPER DECK STRINGER PLATE, 4" ME BUTT STOPPED, 4" ME RIVETED, $\frac{1}{2}$ R RIVETS FOR $\frac{1}{2}$ L, INCREASED HATCH
 $\frac{1}{2}$ L, SINGLE BUTT STOPS, 3" ME RIVETED THROUGHOUT, REQUIRED OF RIGDS
2ND DECK STRINGER PLATE, 3" ME BUTT LAPS, $\frac{1}{2}$ R RIVETS
UPPER & 2ND DECK PLATING, 3" ME BUTT LAPS, $\frac{1}{2}$ R RIVETS IN OIL SPACE.
SEAMS 3" ME RIVETED, $\frac{1}{2}$ R RIVETS IN OIL SPACE, AS PER DECK PLAN
SINGLE RIVETED AT RIGDS, $\frac{1}{2}$ R RIVETS.
TRANSV. & CTR. OIL DRAIN, BUTTS & SEAMS, 4" ME RIVETED, $\frac{1}{2}$ R RIVETS ALONG 2ND DECK ABOVE
TRANSVERSSES - FOR RIVETING SEE 2ND DECK PLAN.
SIDE & CTR. TRANSVERSSES, 1" ME RIVETS STOPPED AT BULKHEAD.
1" ME 1-8 (INCH), 6 DIA. CENTER.
Nos. 5-7 (4), 4" DIA. CTR. FOR 1" RIVETS EACH SIDE OF BULK. &
TRANSVERSSES, & DIA. BULKHEADS.
Nos. 8-11 AT SIDE & 8-12 (INCH) AT CTRY, 3" DIA. FOR 1" RIVETS EACH SIDE
OF BULK & TRANSVERSSES, & DIA. BULKHEADS.
BOTTOM (Nos. 12-22 INCH), 4" DIA. CTR. FOR 1" RIVETS EACH SIDE OF
BULK & TRANSVERSSES, & DIA. BULKHEADS.
LONGS IN $\frac{1}{2}$ CARGO OIL TANK, OIL TANK LONGS 1" DIA. FOR 1" RIVETS ON PLAT. OF
1" DIA. THROUGHOUT, 4" DIA. THROUGHOUT.
ALL OTHER RIVETING TO BE AS ELSEWHERE NOTED ON SECTIONS OR IN
ACCORDANCE WITH LEADERS GIVEN.
DECK LONGS: LUGS: 1" ME RIVETS SPACED 6 DIA. CTR.



TEXAS STEAMSHIP CO.
CONSTRUCTION DEPT.
NEW YORK.

ISHERWOOD SYSTEM PATENT.

HULL NO 10, 11, 12 & 13 - 1922

STEEL TANK STEAMER

45' x 56' x 32'-9"

MIDSHIP SECTION & BULKHEAD

SCALE $\frac{1}{2}$ "

26.057 X 16

Texas Steamship Co's

Hull 24

S.S. REAPER

Boston Apr 1830

Midship Section & Bhd.



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