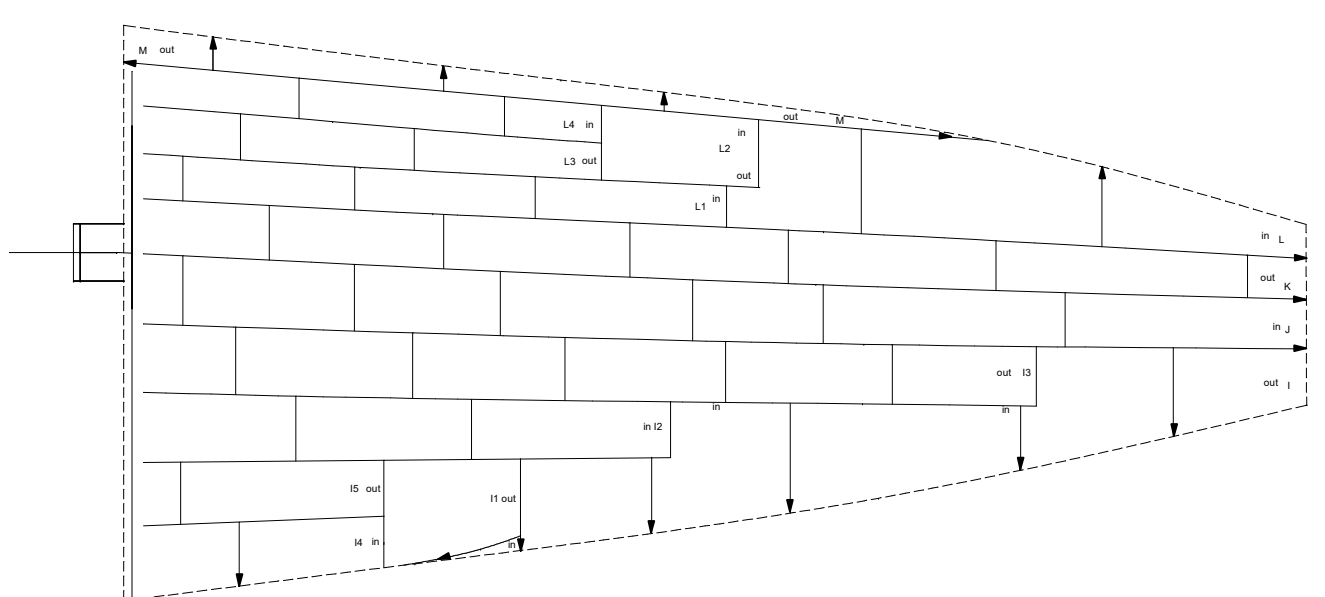
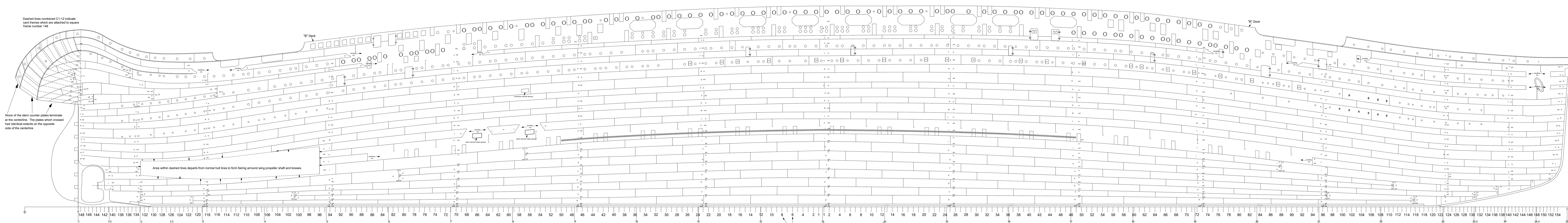


TITANIC

Shell Plating Expansion



Wing propeller shaft fairing plating expansion.
Special Note: Arrows in propeller fairing area and expansion indicate plating butts and seams which traverse the fairing boundary (dashed).
Fairing contours are shown on the Hull Lines Plan

Drawing Notes

1. Rows of plating aft to forward are called "strakes".
2. Plating laps from strake to strake are called "seams". Seams run roughly horizontal. Areas where seams are interrupted and not drawn are areas where seams are flush and not overlapping.
3. Plate laps within a strake are called "butt laps". Butt laps run vertical except in stern counter area. Strakes where butt laps are not drawn or which have areas within them where butt laps are not drawn actually have butts which are end to end and not overlapped.
4. There are a few butt laps which differ from port to starboard. The port laps are indicated by dashed lines. The port (dashed) butt laps replace the nearest butt lap indicated on the starboard side.
5. Ash door locations (strakes T,U) are indicated solid lines for starboard and dashed lines for port.
6. Butt straps (Strake J) indicated solid lines for starboard and dashed lines for port.
7. Porthole and window locations are for starboard side only. They are included primarily for orientation purposes. The modeler should lay out porthole locations from the port and starboard profile drawings after plating is completed.
8. One additional coaling door is located on the portside indicated by dashed lines on strake S.

Frame Spacing

- 154F - 134F: 24 in.
- 134F - 119F: 27 in.
- 119F - 107F: 30 in.
- 107F - 95F: 33 in.
- 95F - 111A: 36 in.
- 111A - 121A: 33 in.
- 121A - 133A: 30 in.
- 133A - 148A: 27 in.