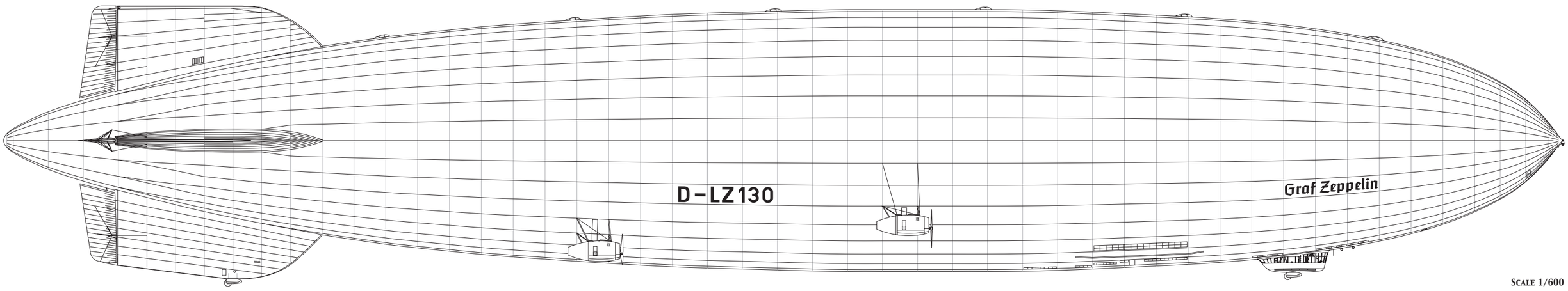
DETAILED TECHNICAL DRAWINGS
OF THE

Graf Zeppelin

D-LZ130



SCALE 1/600

A SET OF TECHNICAL DRAWINGS OF THE PASSENGER AIRSHIP GRAF ZEPPELIN (II)

SCALE IS 1/200 EXCEPT AS OTHERWISE NOTED

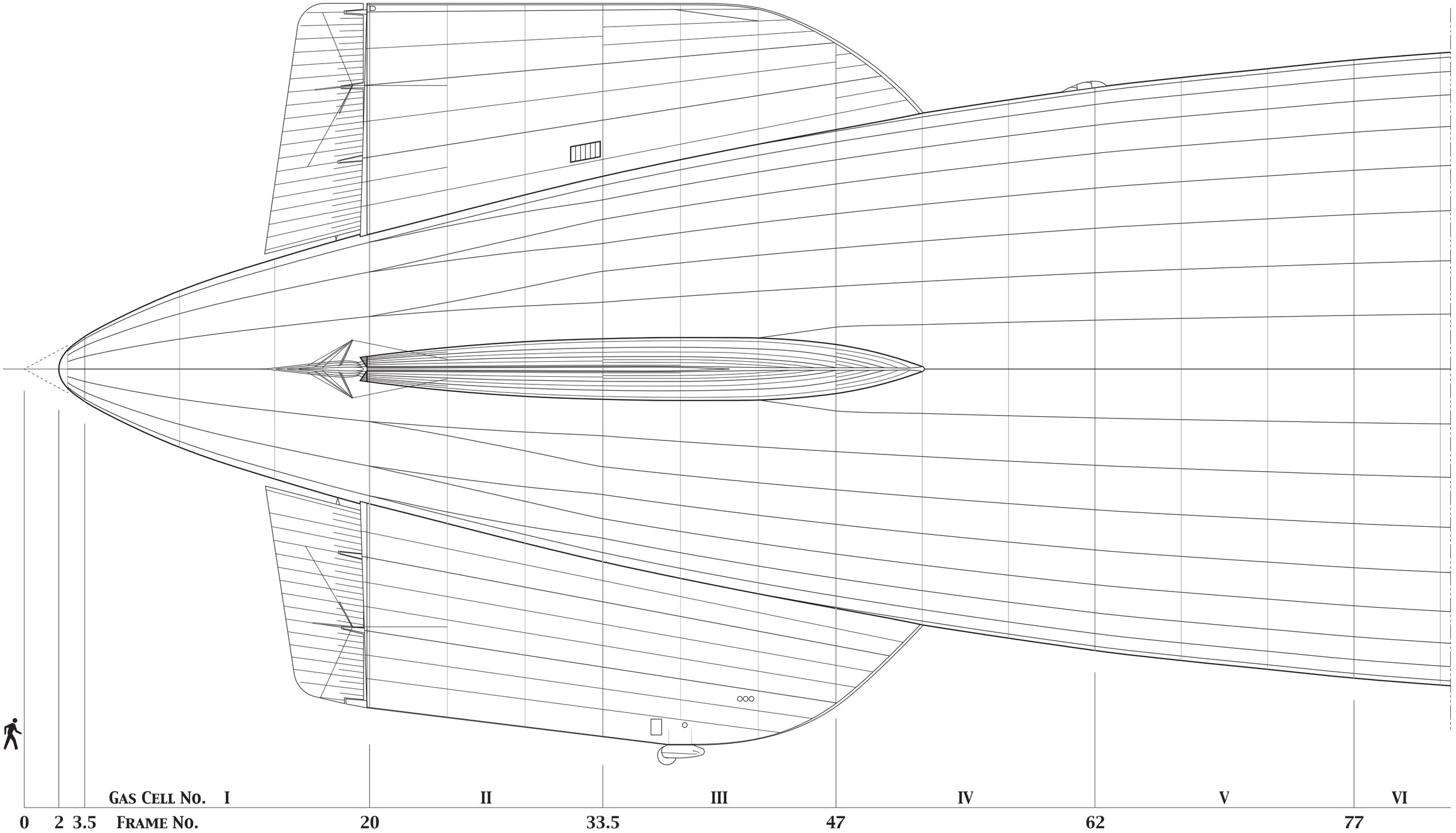
DRAWINGS BY DAVID FOWLER

20210624

THE Graf Zeppelin (II)

FEET 0 10 20 30 40 50

METERS 0 5 10 15

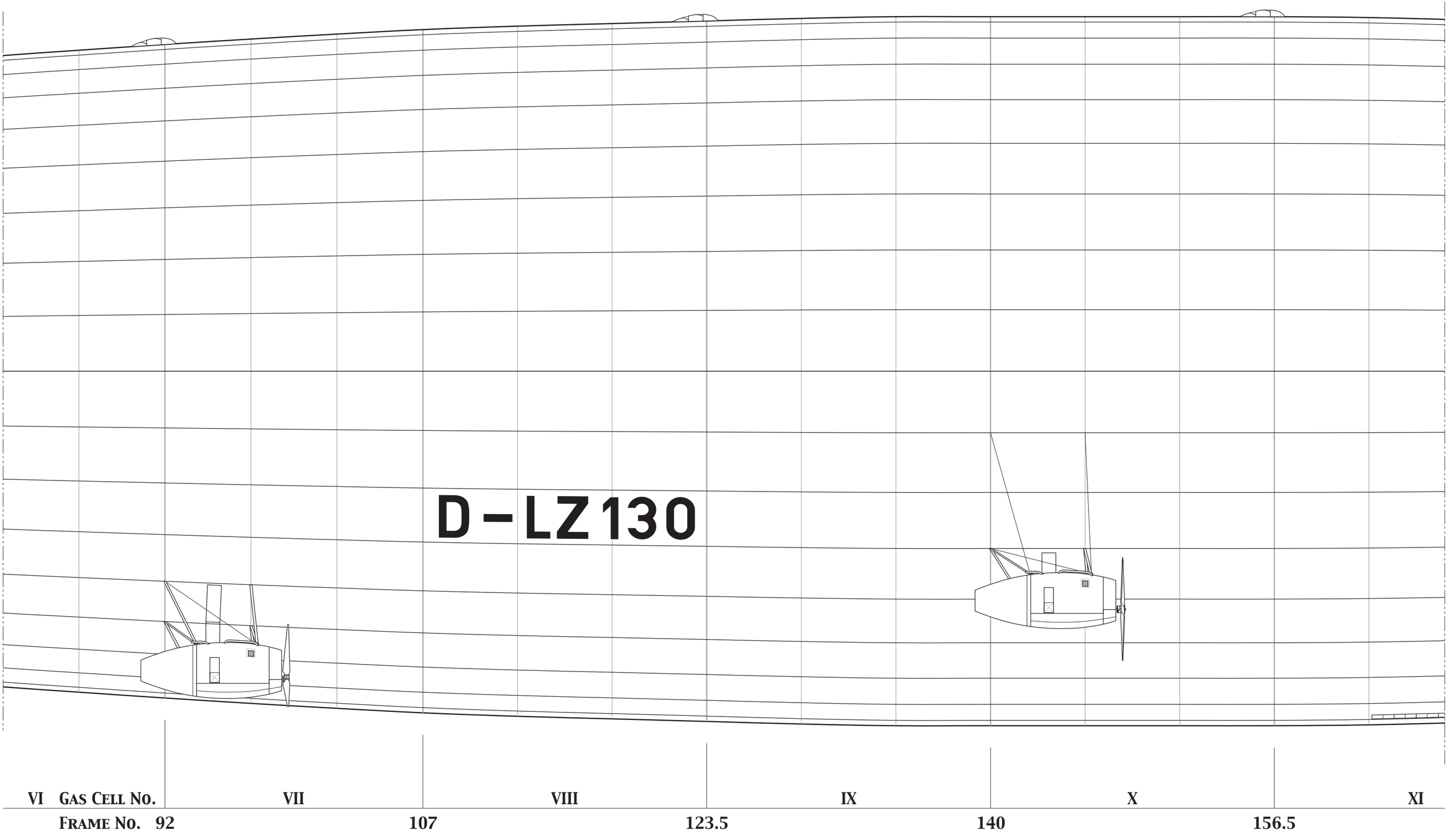


GAS CELL NO. I II III IV V VI

0 2 3.5 FRAME NO. 20 33.5 47 62 77

FEET 0 10 20 30 40 50

METERS 0 5 10 15

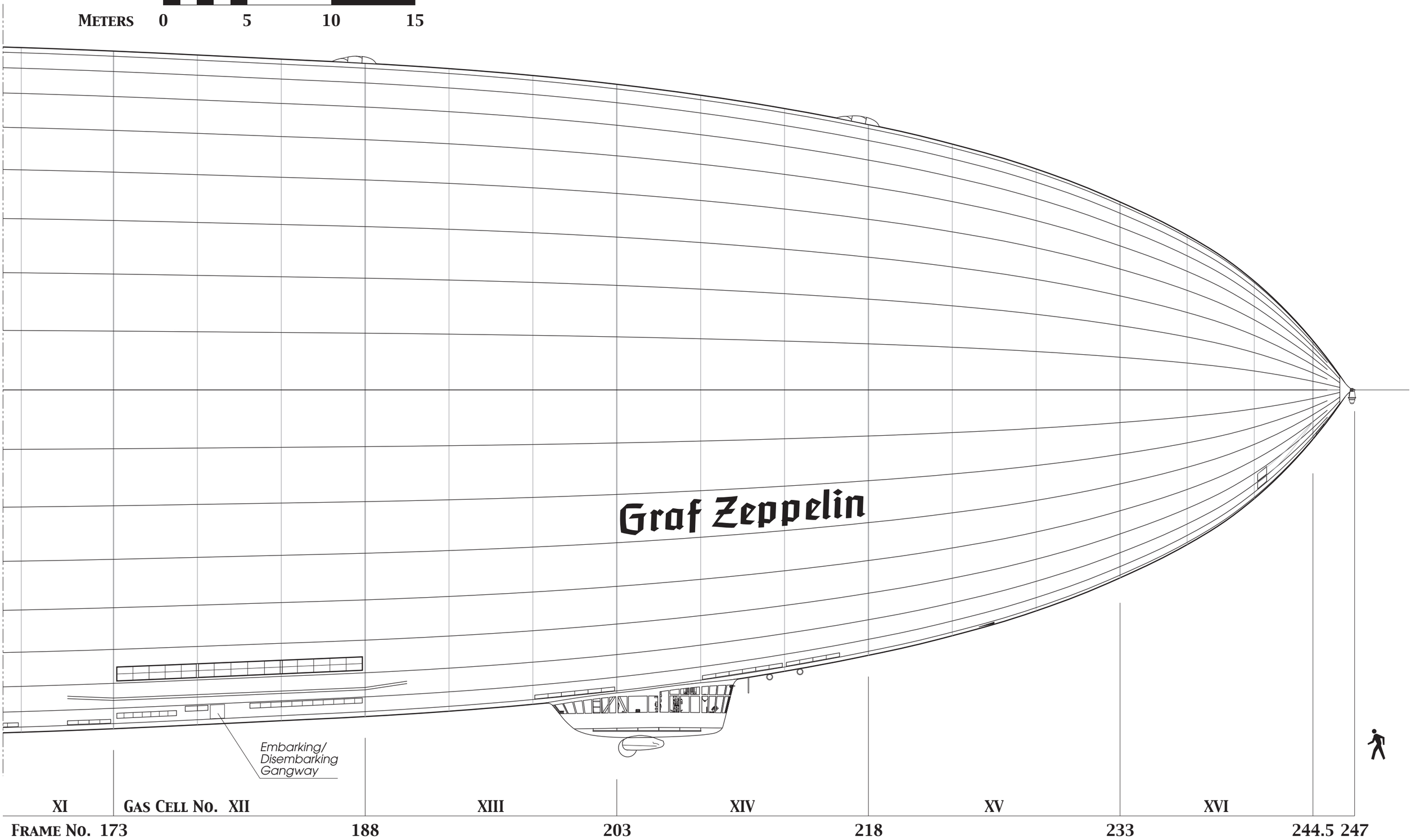


VI GAS CELL NO. VII VIII IX X XI

FRAME NO. 92 107 123.5 140 156.5

Feet 0 10 20 30 40 50

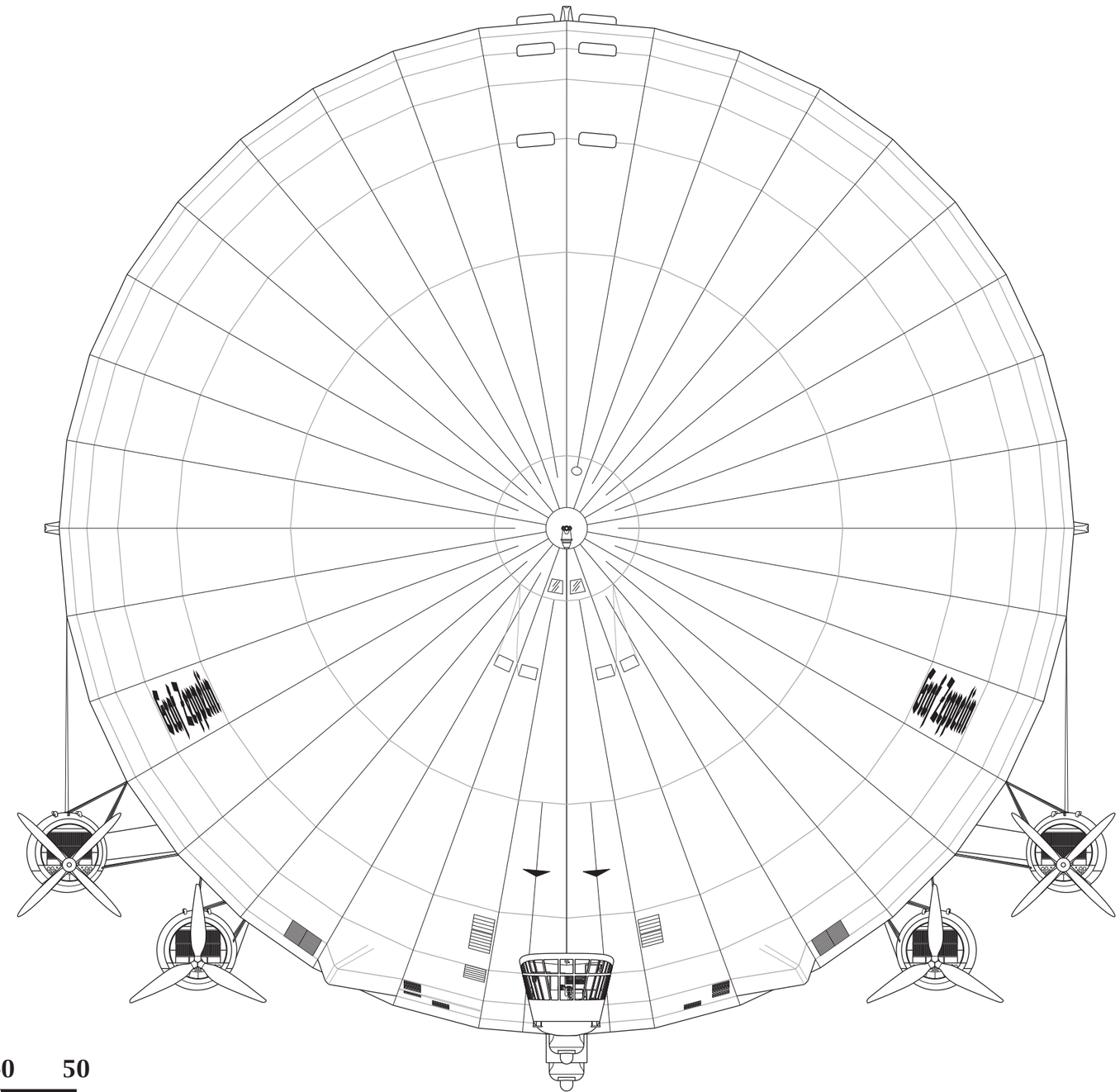
Meters 0 5 10 15



XI | Gas Cell No. XII | XIII | XIV | XV | XVI

Frame No. 173 188 203 218 233 244.5 247

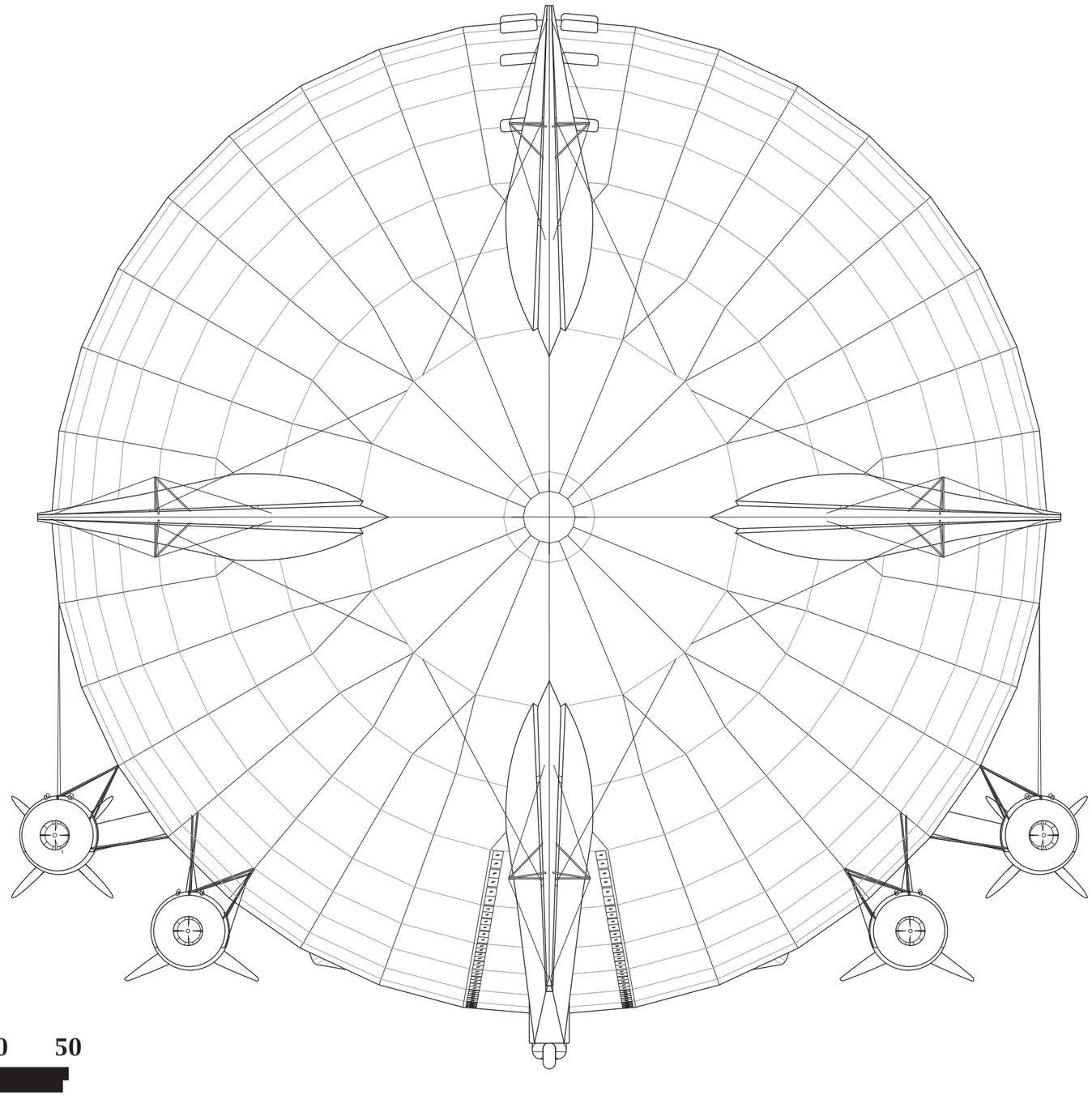
Front Elevation

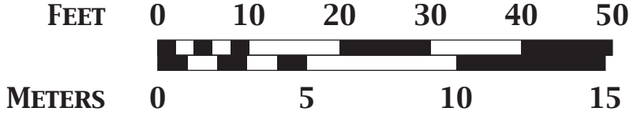


Feet 0 10 20 30 40 50

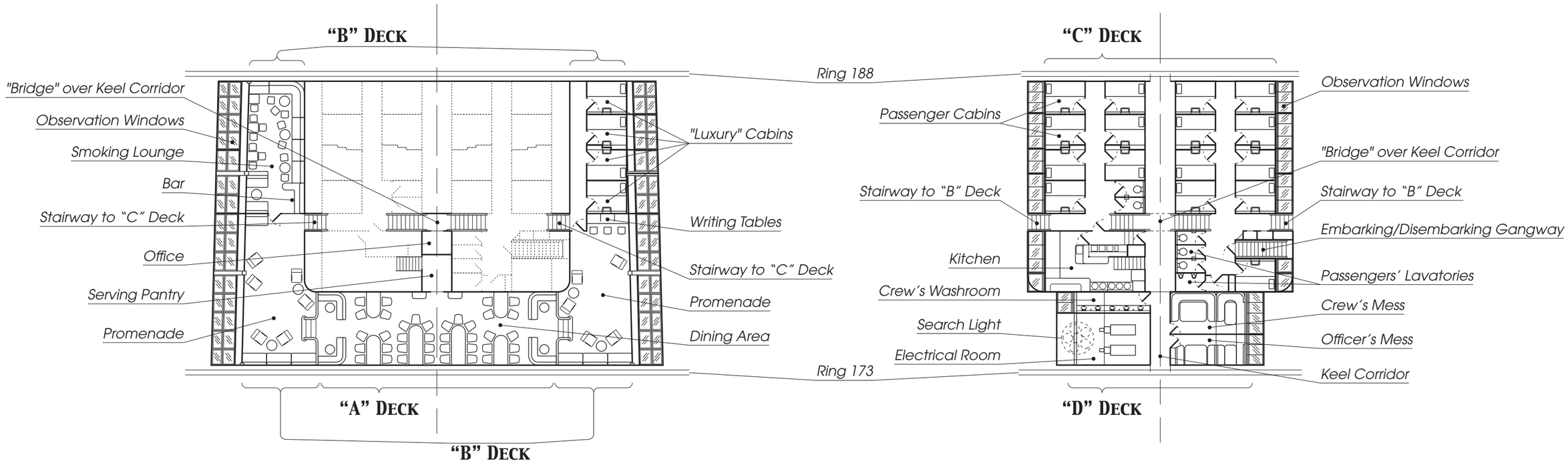
Meters 0 5 10 15

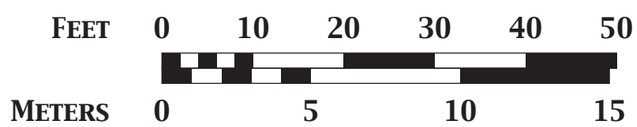
Rear Elevation



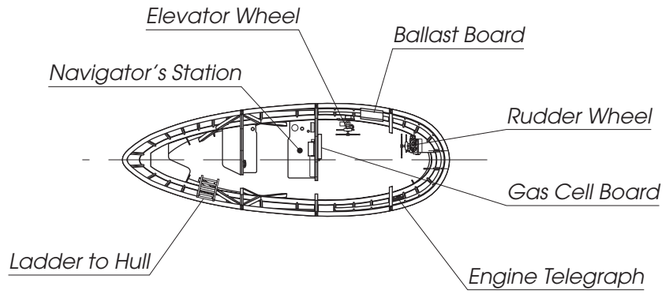


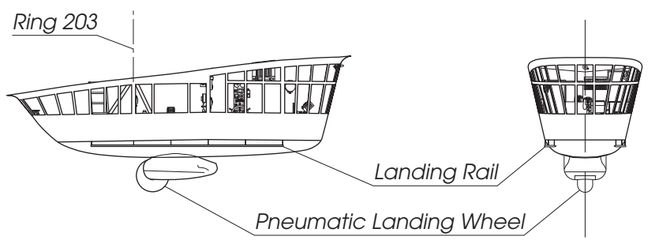
Passenger Area

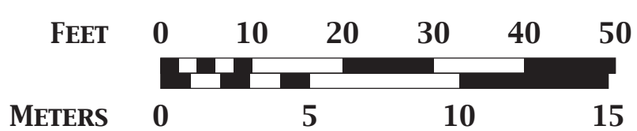




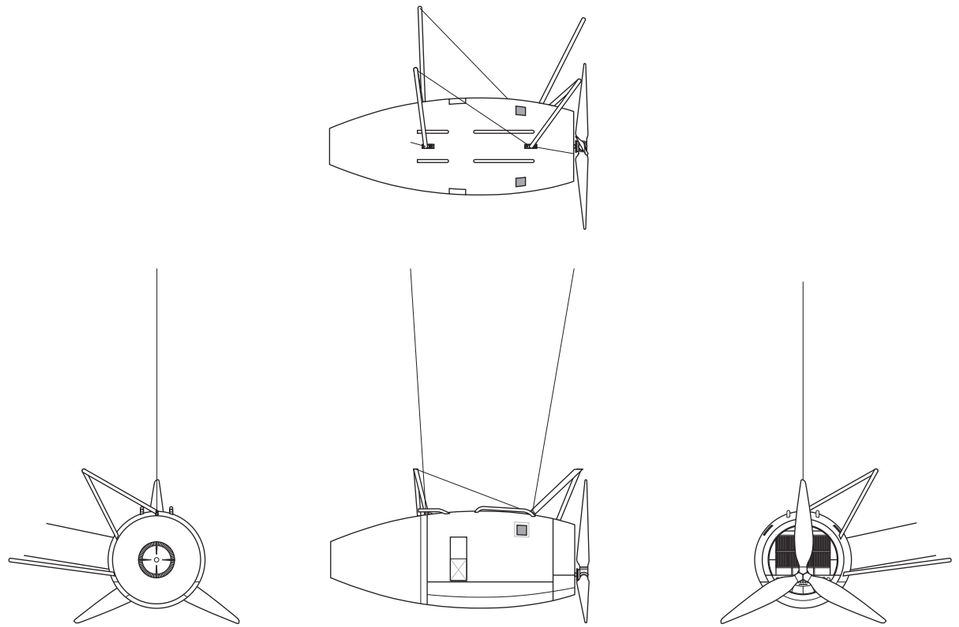
Control Gondola







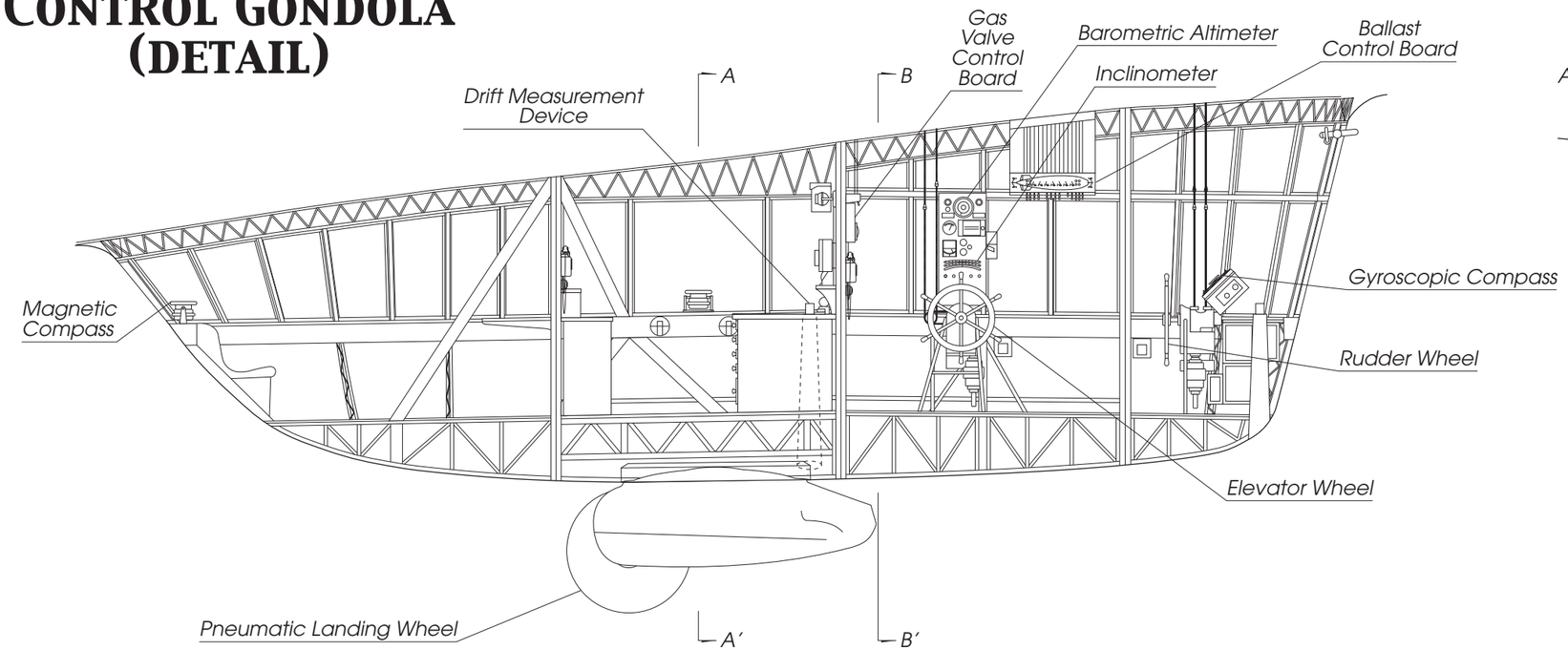
Engine Car (forward)

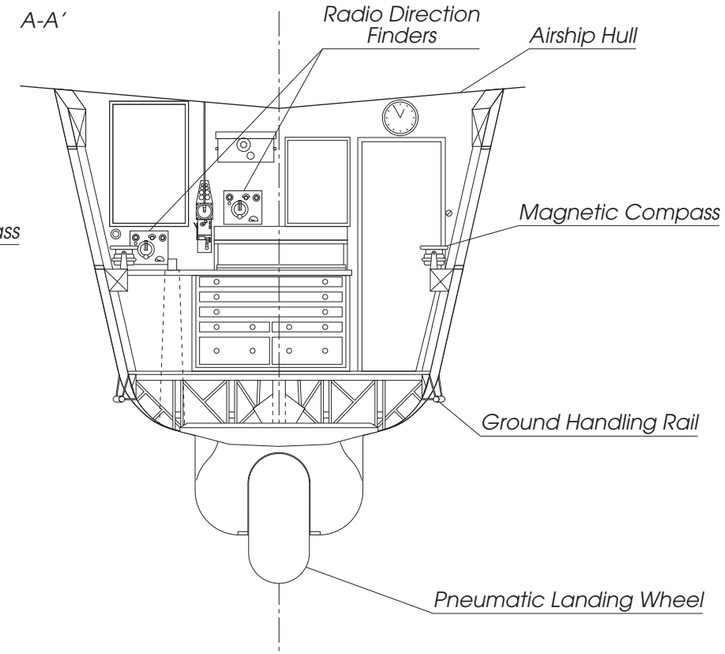


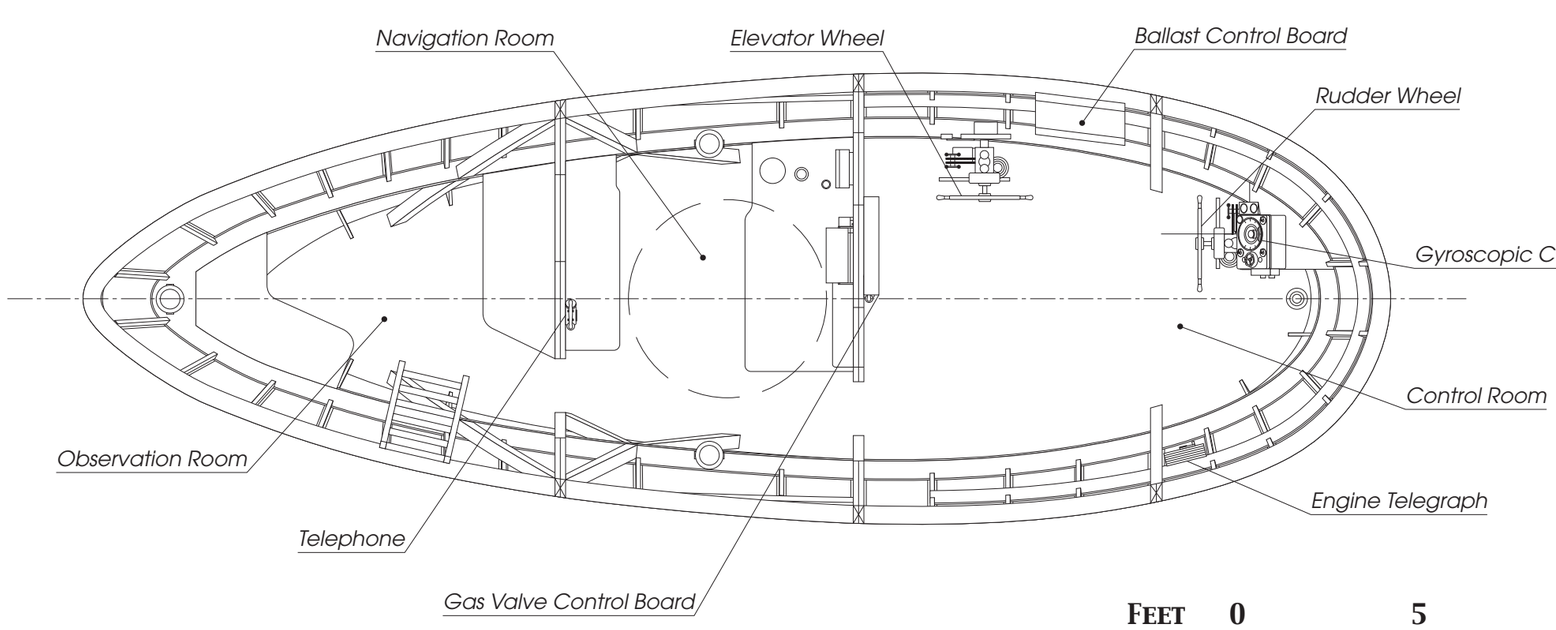
4 Engine Cars
Forward Engine Cars mounted 4° outward from ship's axis
Aft Engine Cars mounted at 3° outward from ship's axis

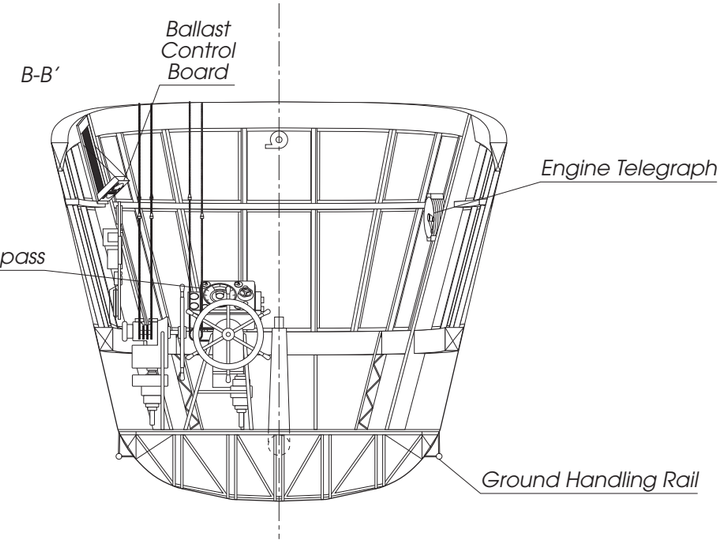
Engine specifications:
Daimler Benz LOF 6 diesel
V16, 4 valve per cylinder
770 kW (1050 hp) maximum at 1500 rpm
690 kW (940 hp) cruising at 1350 rpm
225 g/kWh (0.37 lbs./hp/h) fuel consumption (cruising)

Control Gondola (detail)







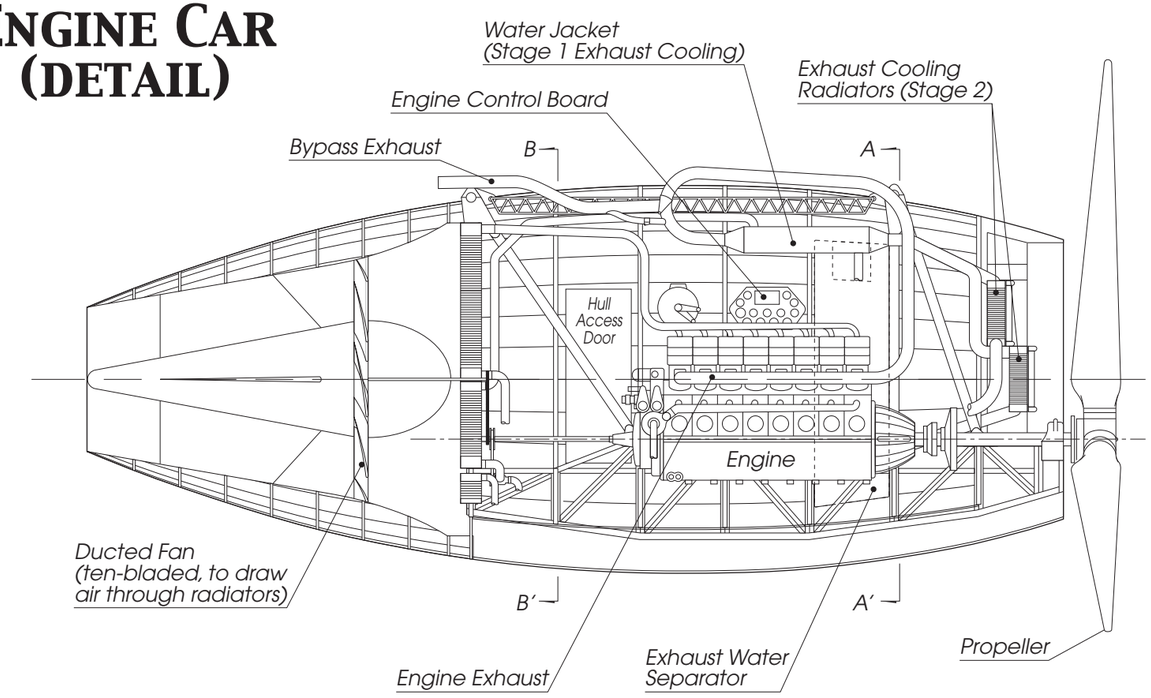


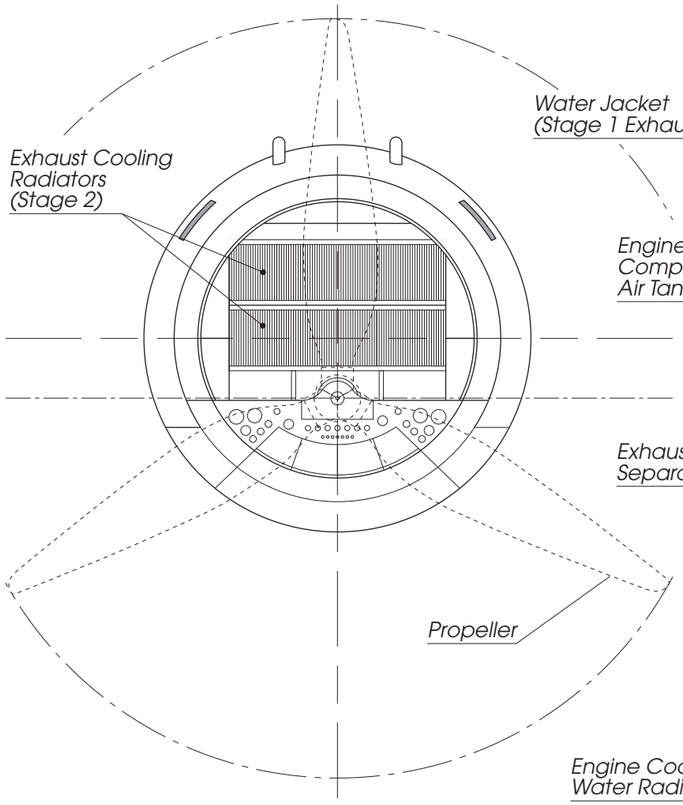
Feet 0 5 10 15

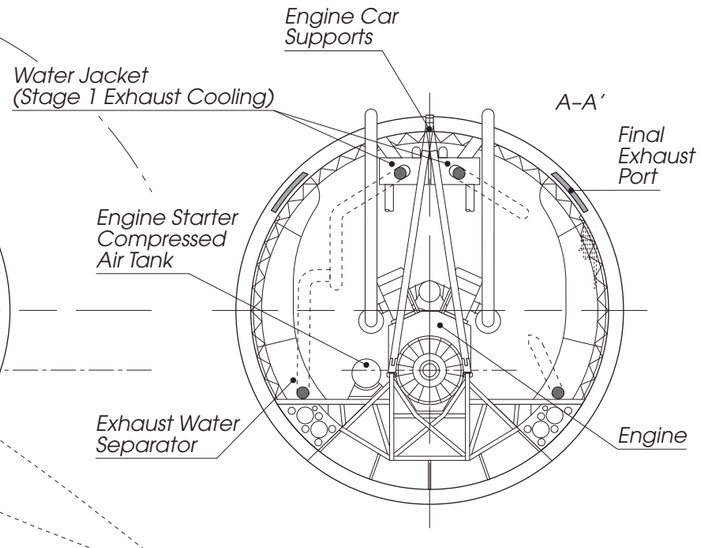
Meters 0 1 2 3 4 5

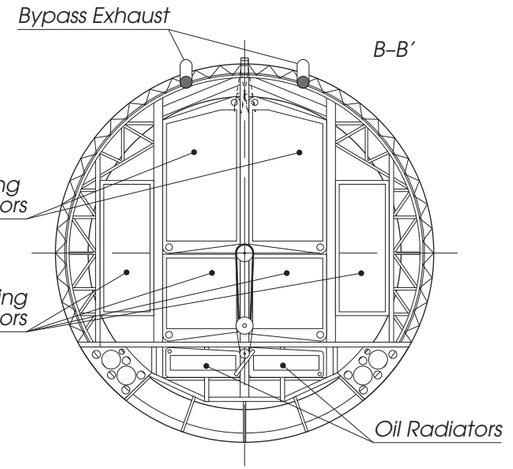
Scale 1/50

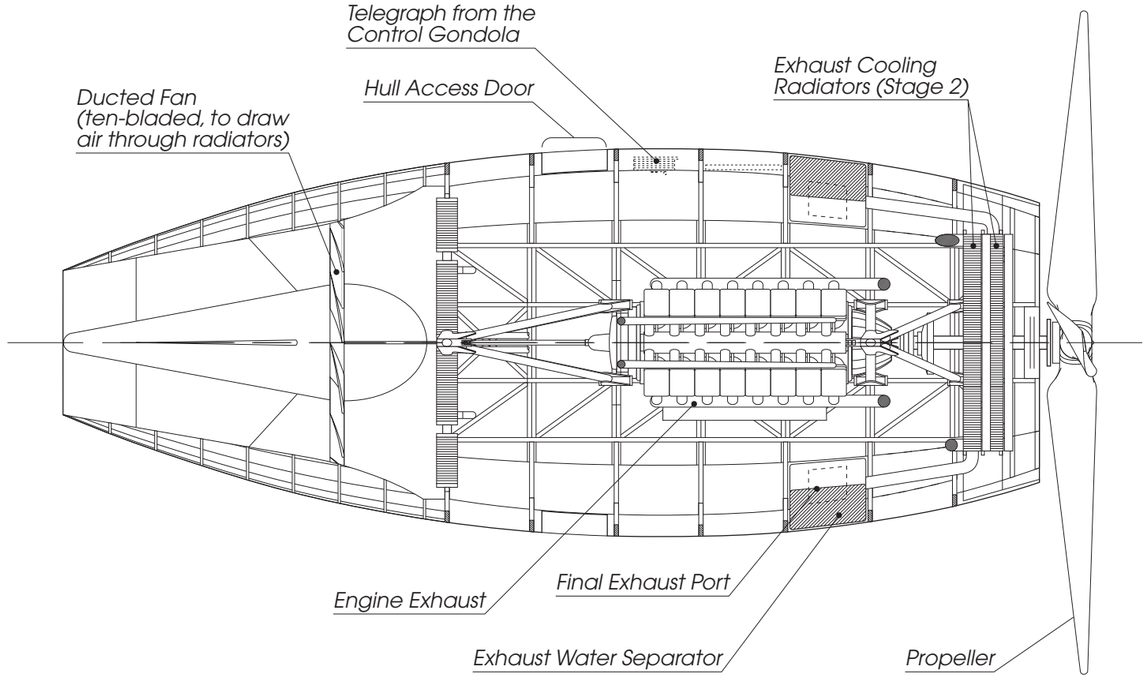
Engine Car (detail)







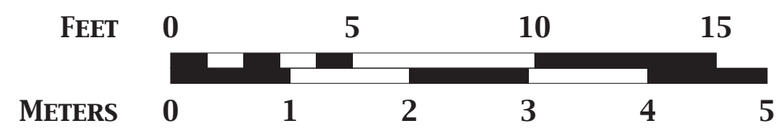




4 Engine Cars
Forward Engine Cars mounted 2° outward from ship's axis
Aft Engine Cars mounted at 1° outward from ship's axis

Engine specifications:
Daimler Benz LOF 6 diesel
V16, 4 valve per cylinder

Exhaust cooling system to reclaim water for ballast.
Stage 1: Cool Water Jacket (temperature in = 400°C, temperature out = 50°C)
Stage 2: Cooling Radiator (temperature in = 50°C, temperature out = 20°C)
Final: Water is condensed and separated from the exhaust in collector (baffles) and transferred to ballast water tanks and bladders within the airship.

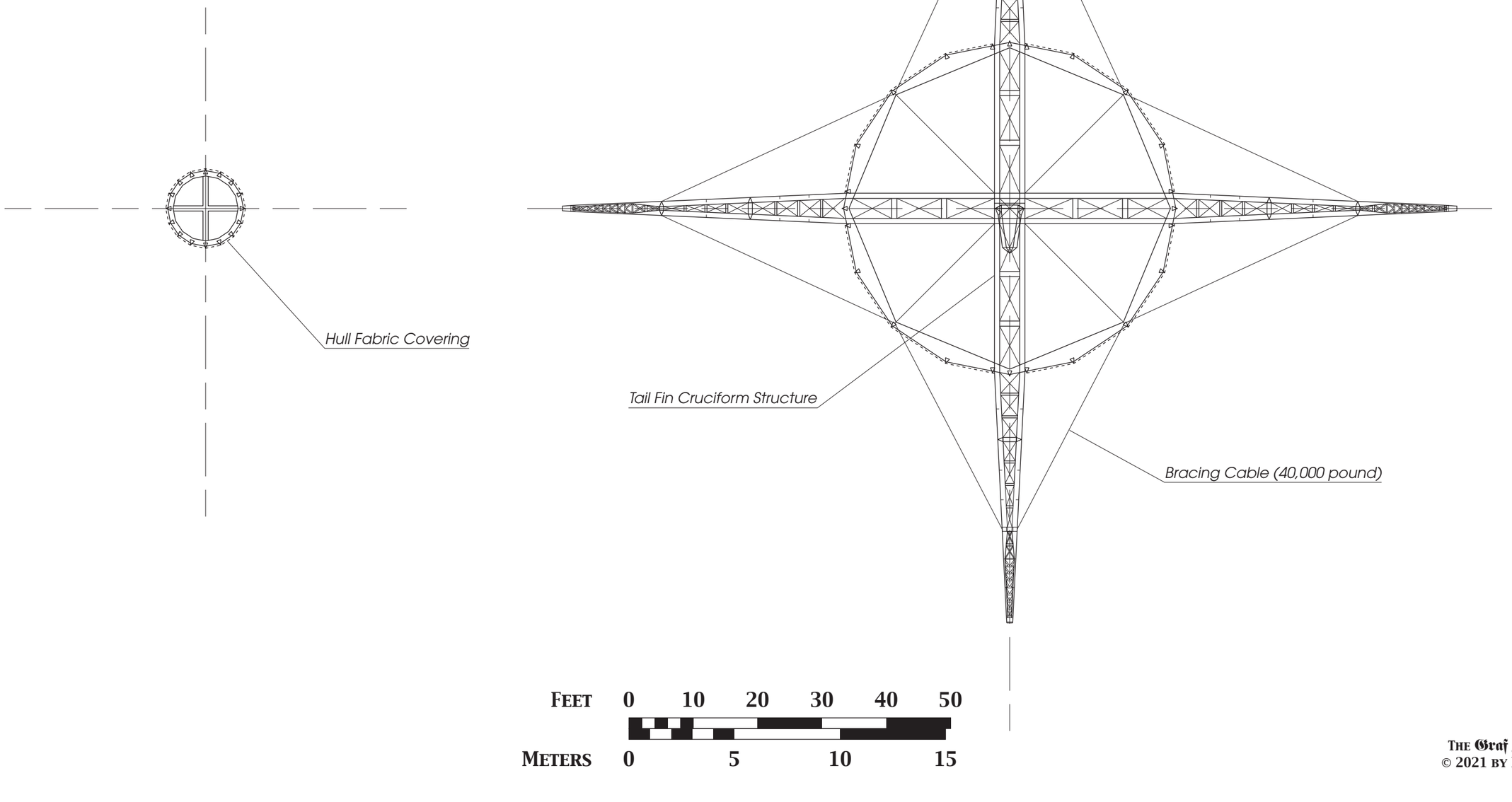


SCALE 1/50

Main Rings

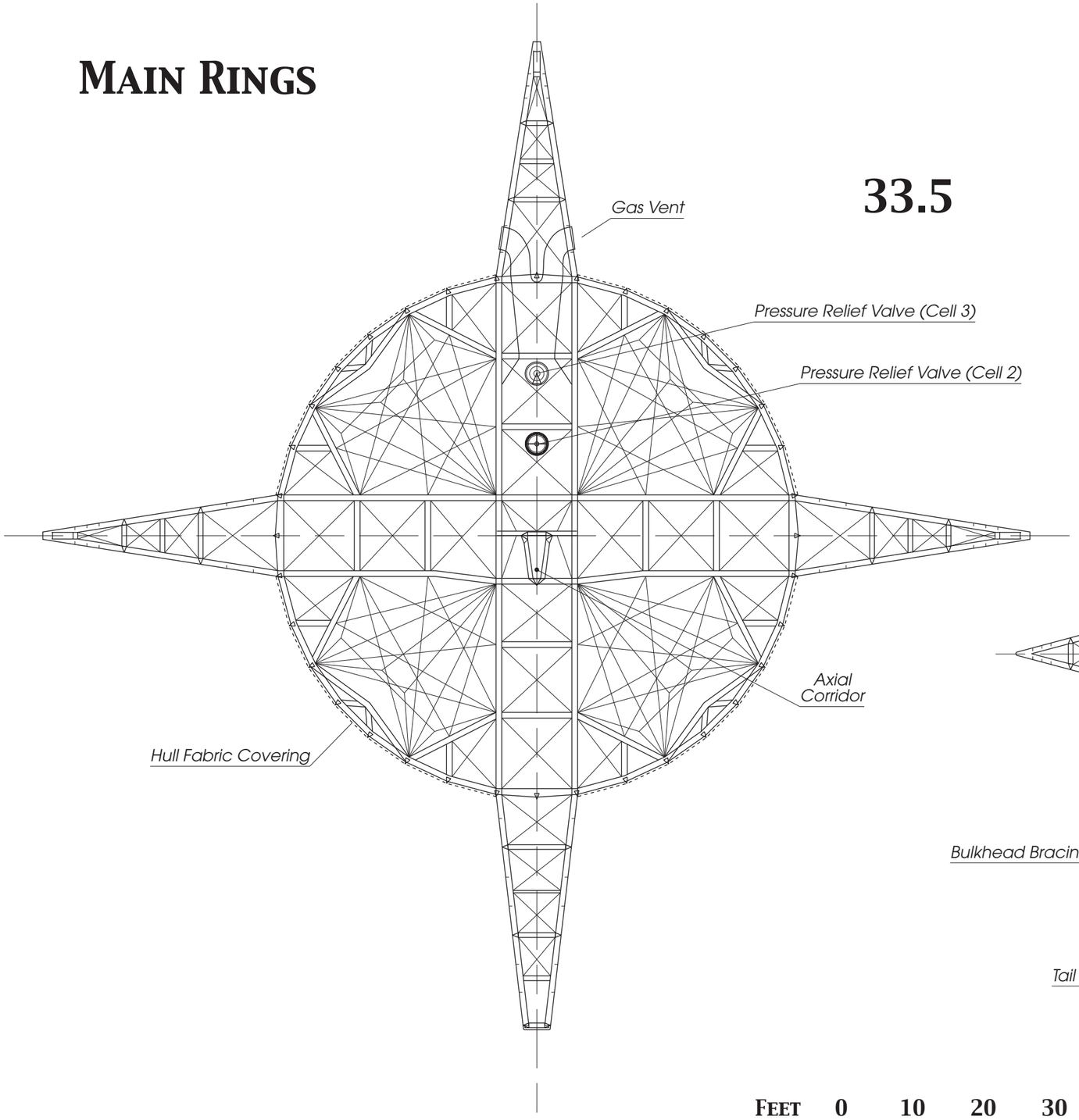
3.5

20



Main Rings

33.5



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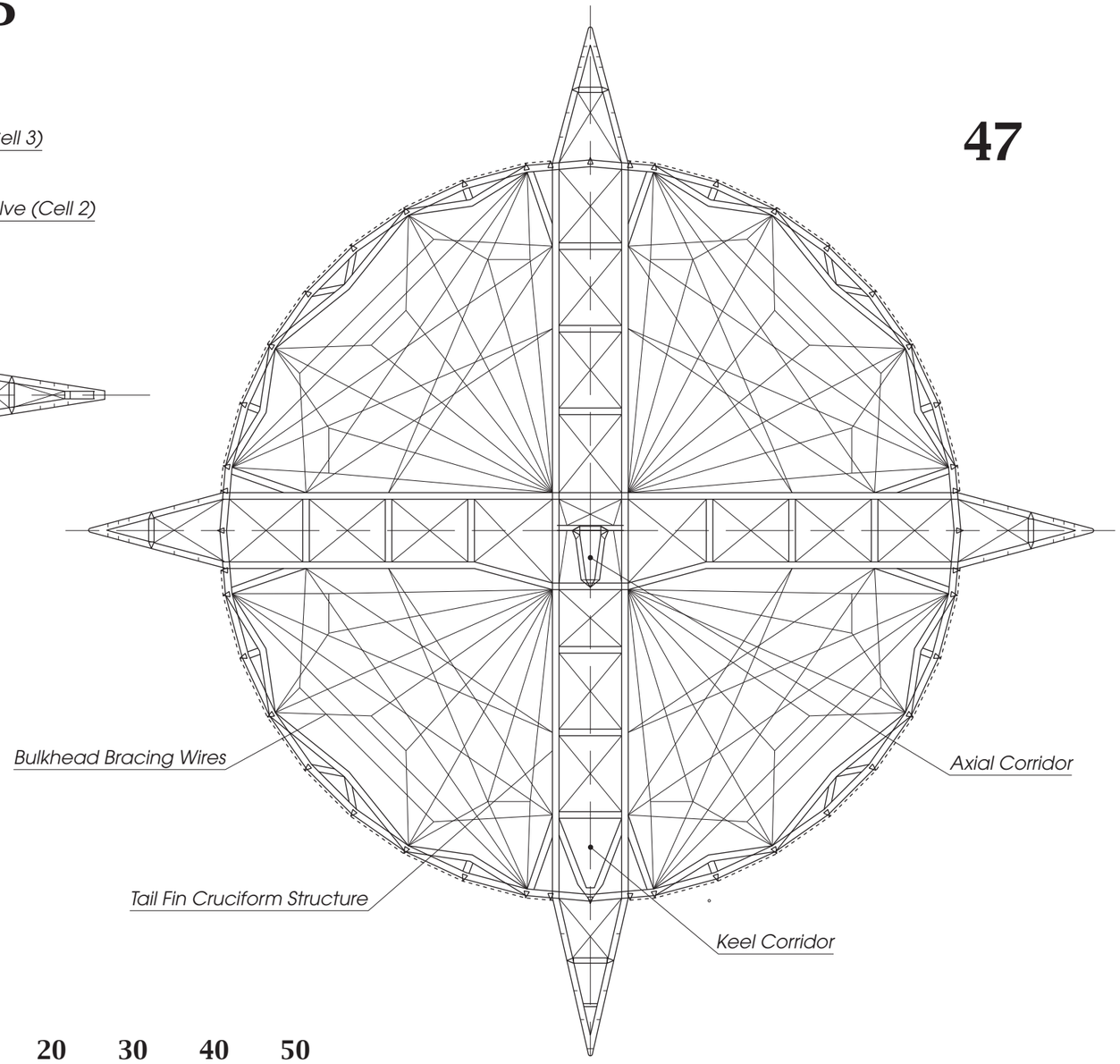
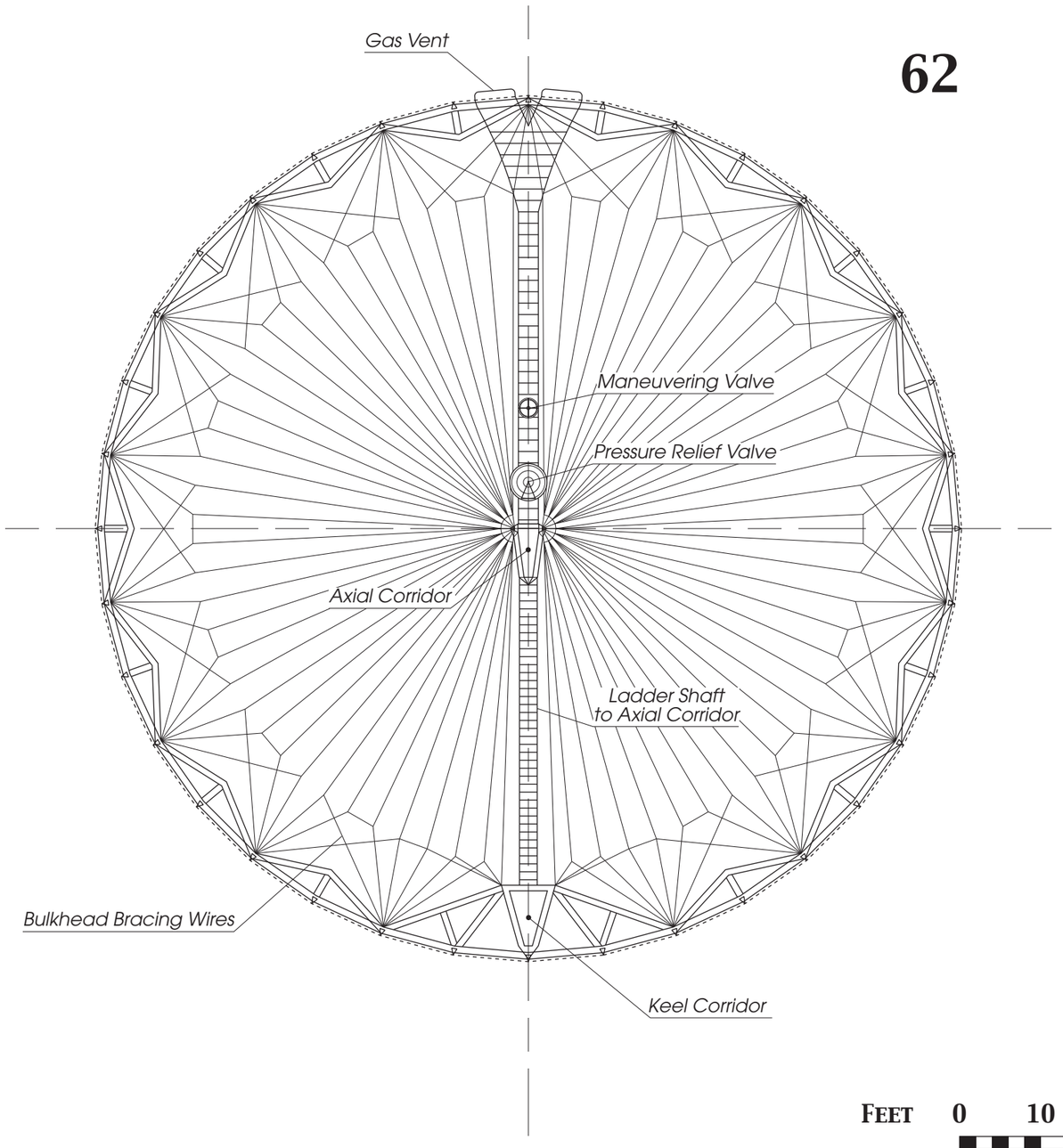
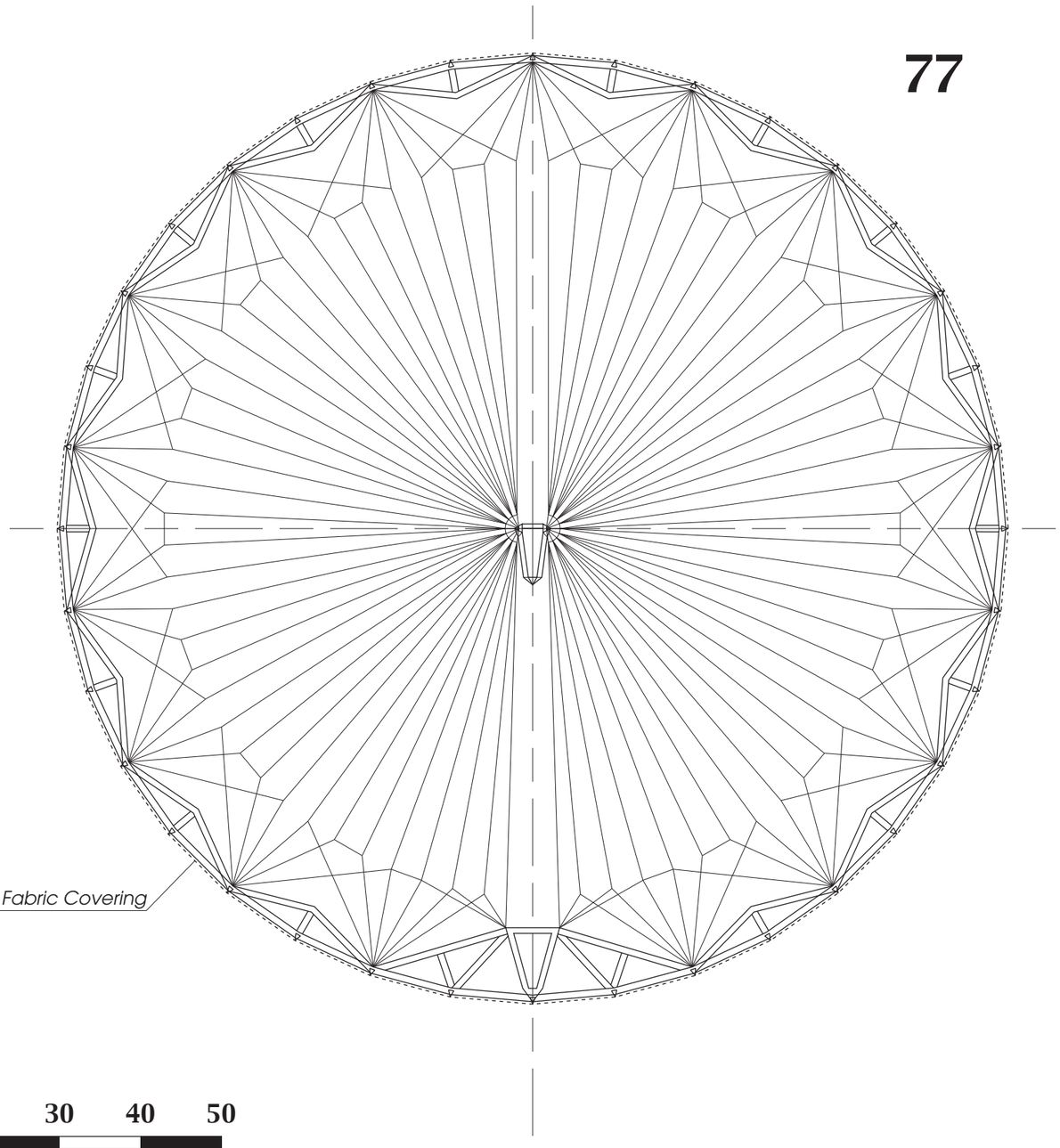


Feet	0	10	20	30	40	50
Meters	0	5	10	15		

Main Rings

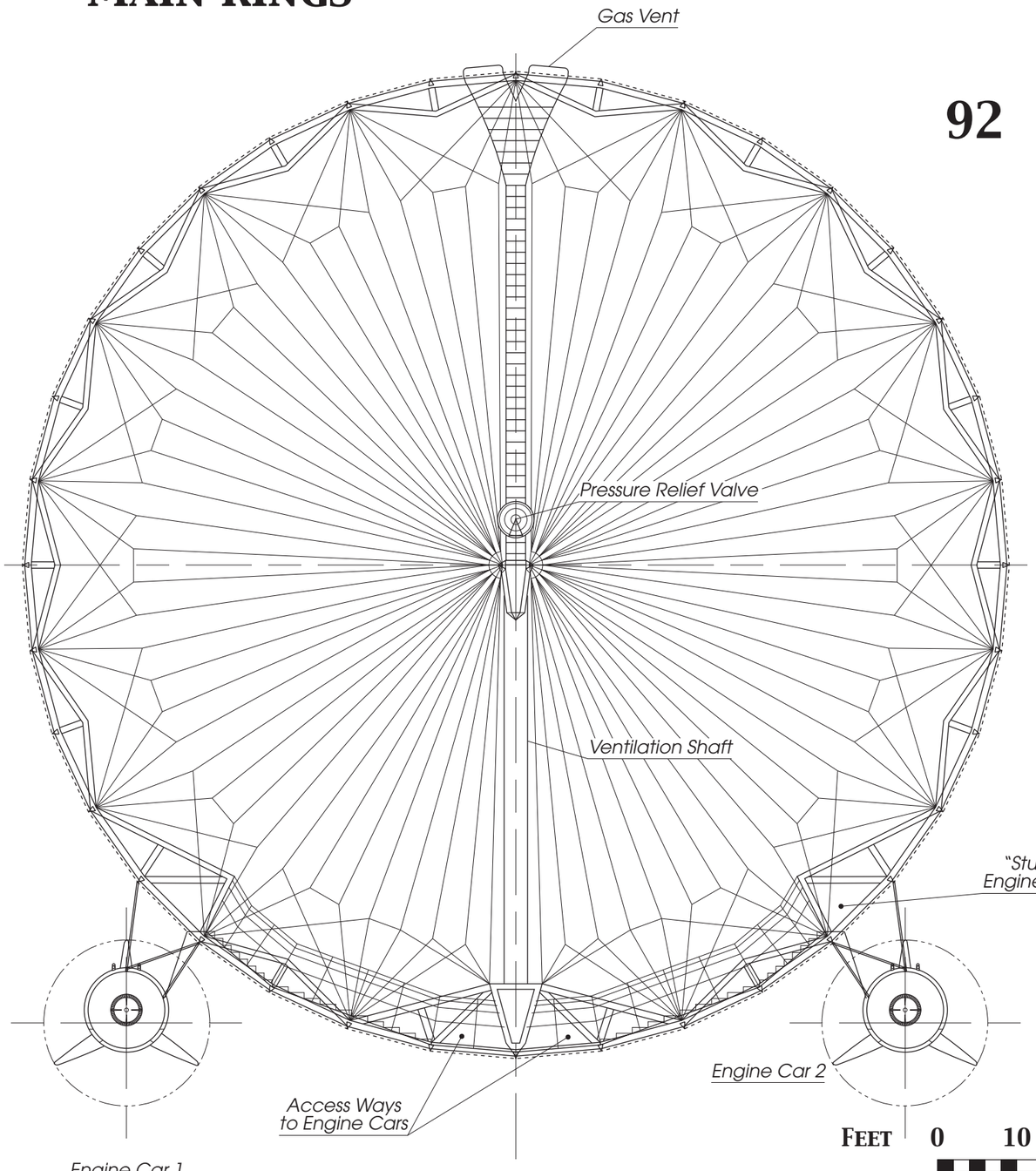


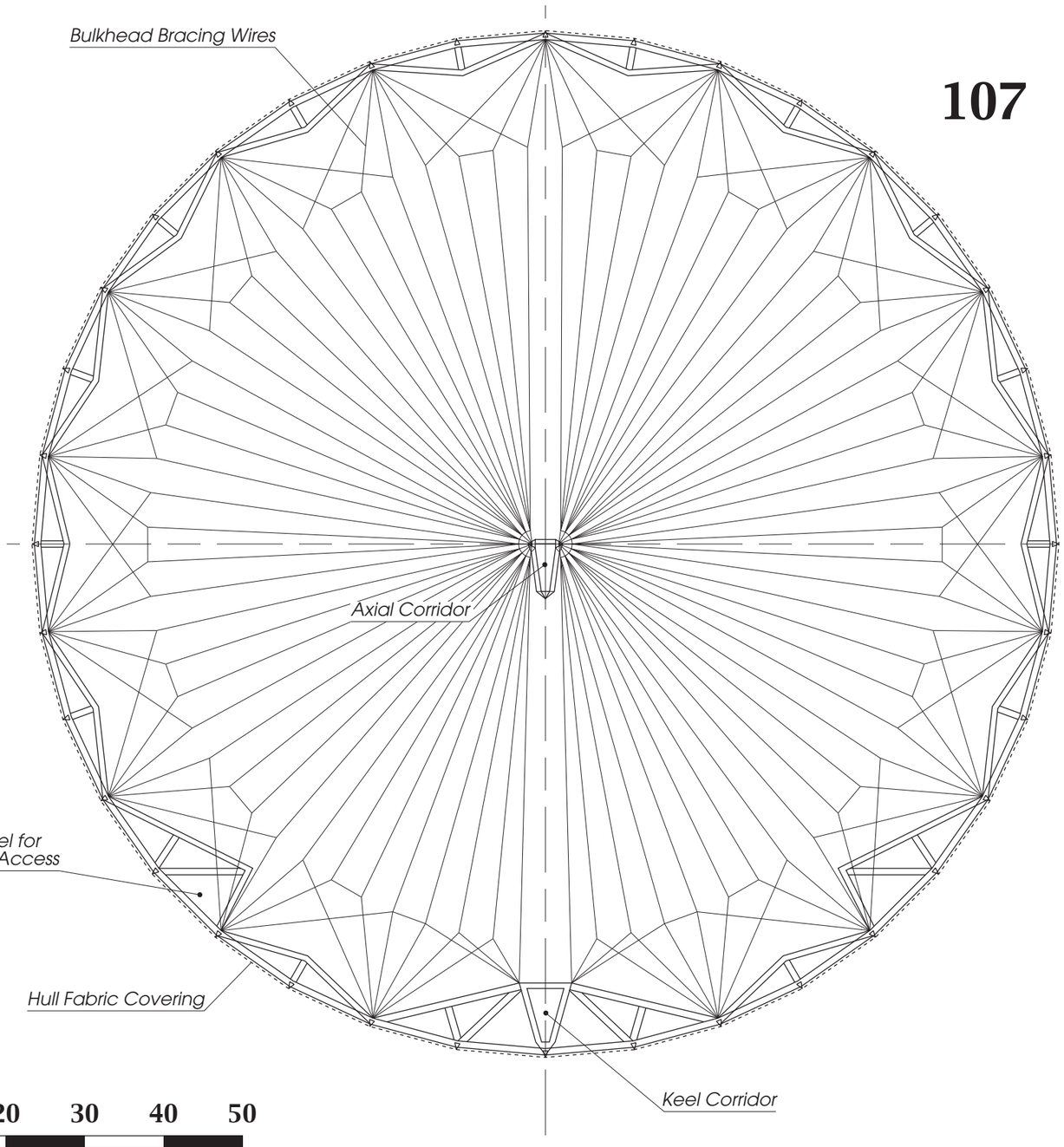


FEET 0 10 20 30 40 50

METERS 0 5 10 15

Main Rings

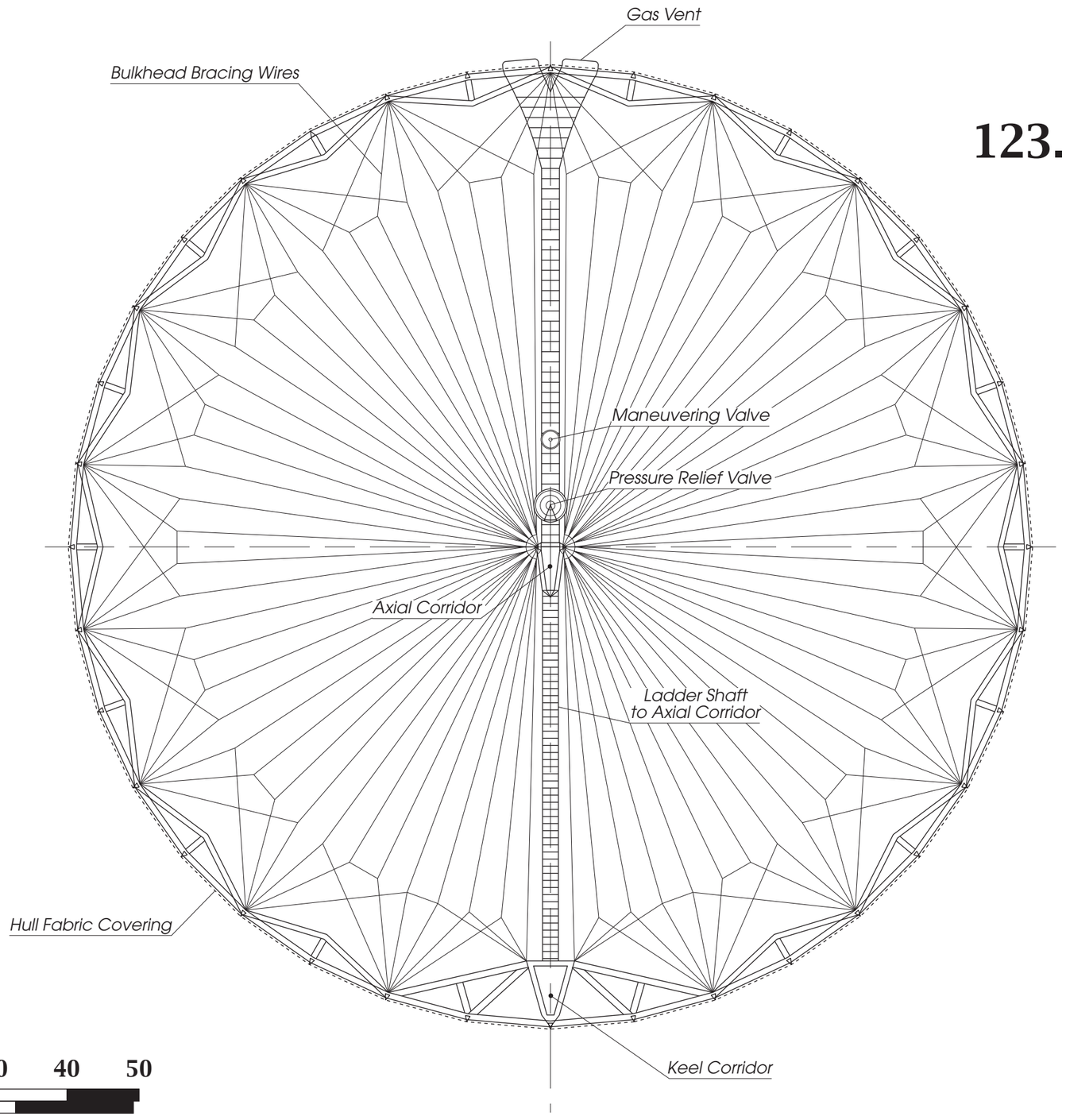




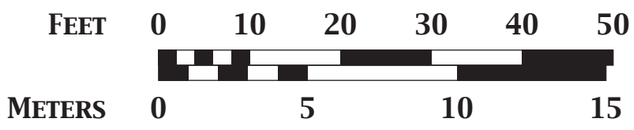
FEET 0 10 20 30 40 50

METERS 0 5 10 15

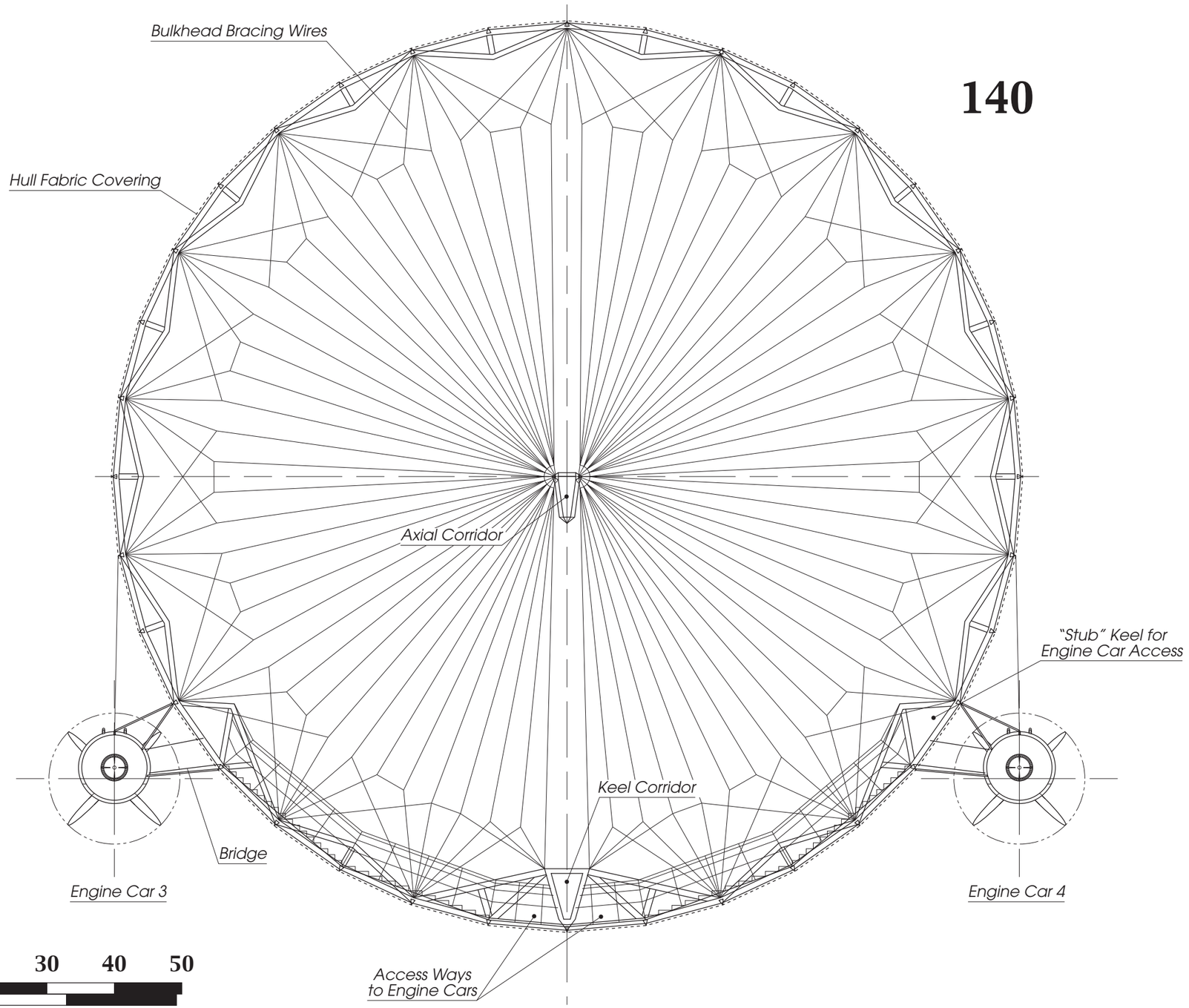
Main Rings



123.5



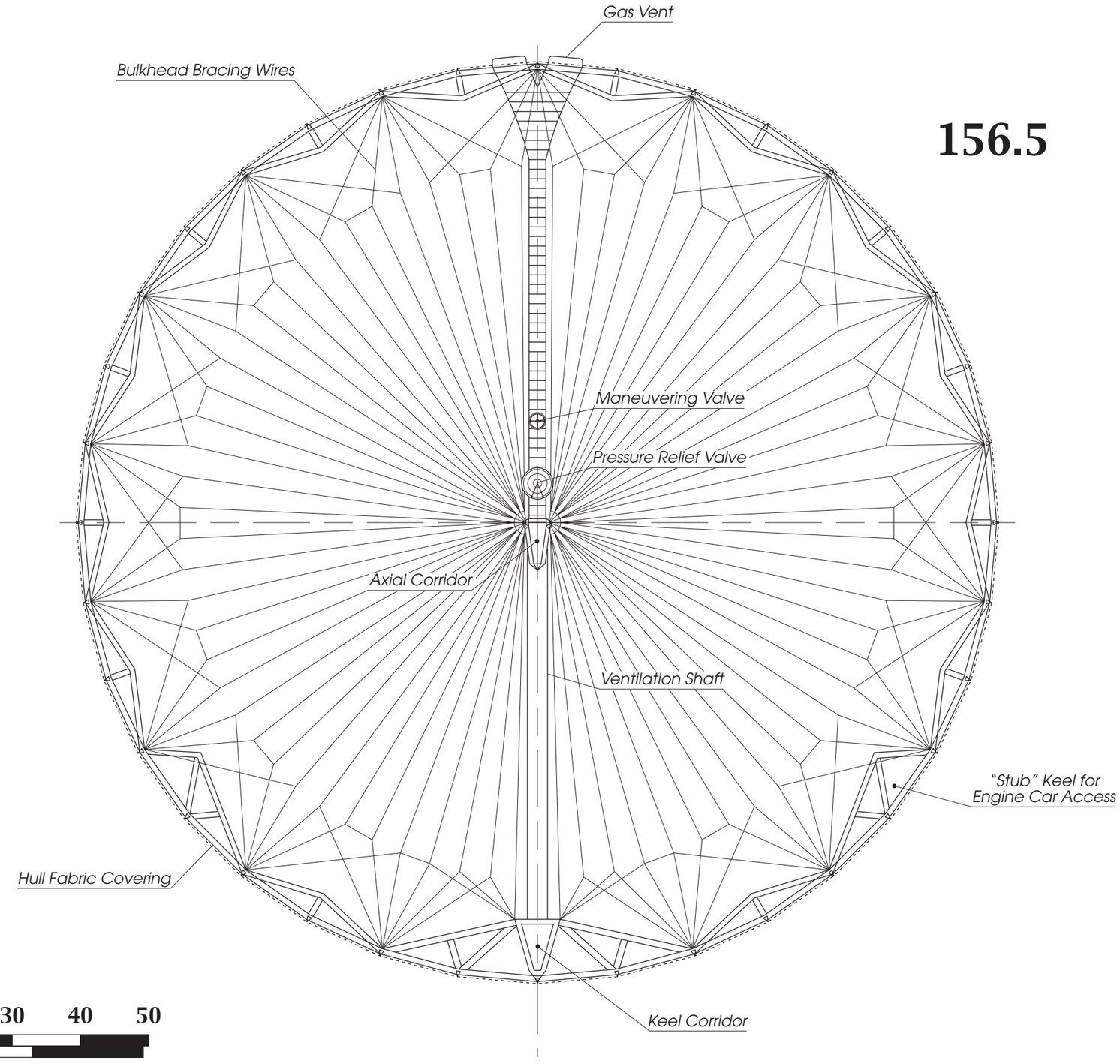
Main Rings



FEET 0 10 20 30 40 50

METERS 0 5 10 15

Main Rings

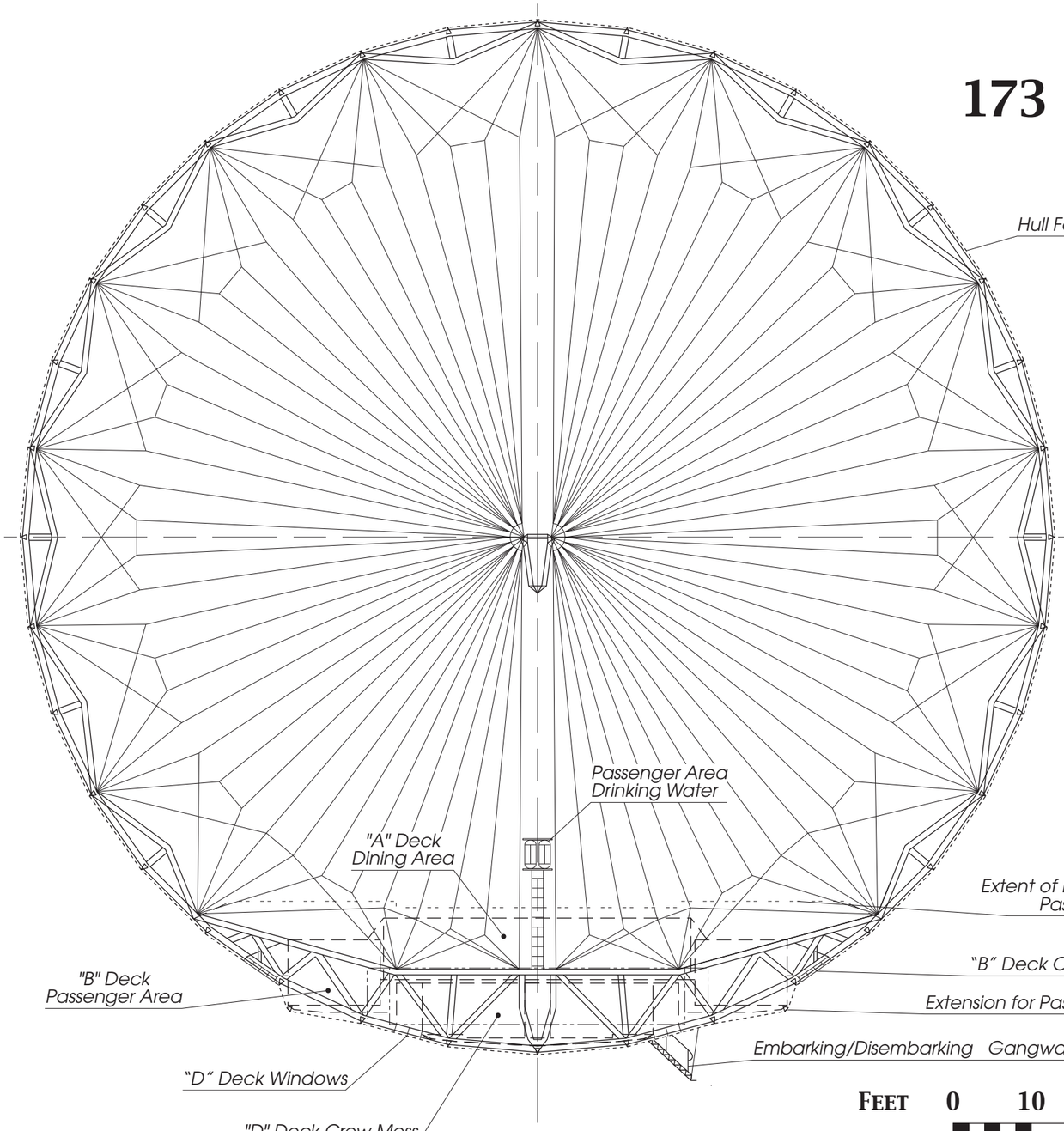


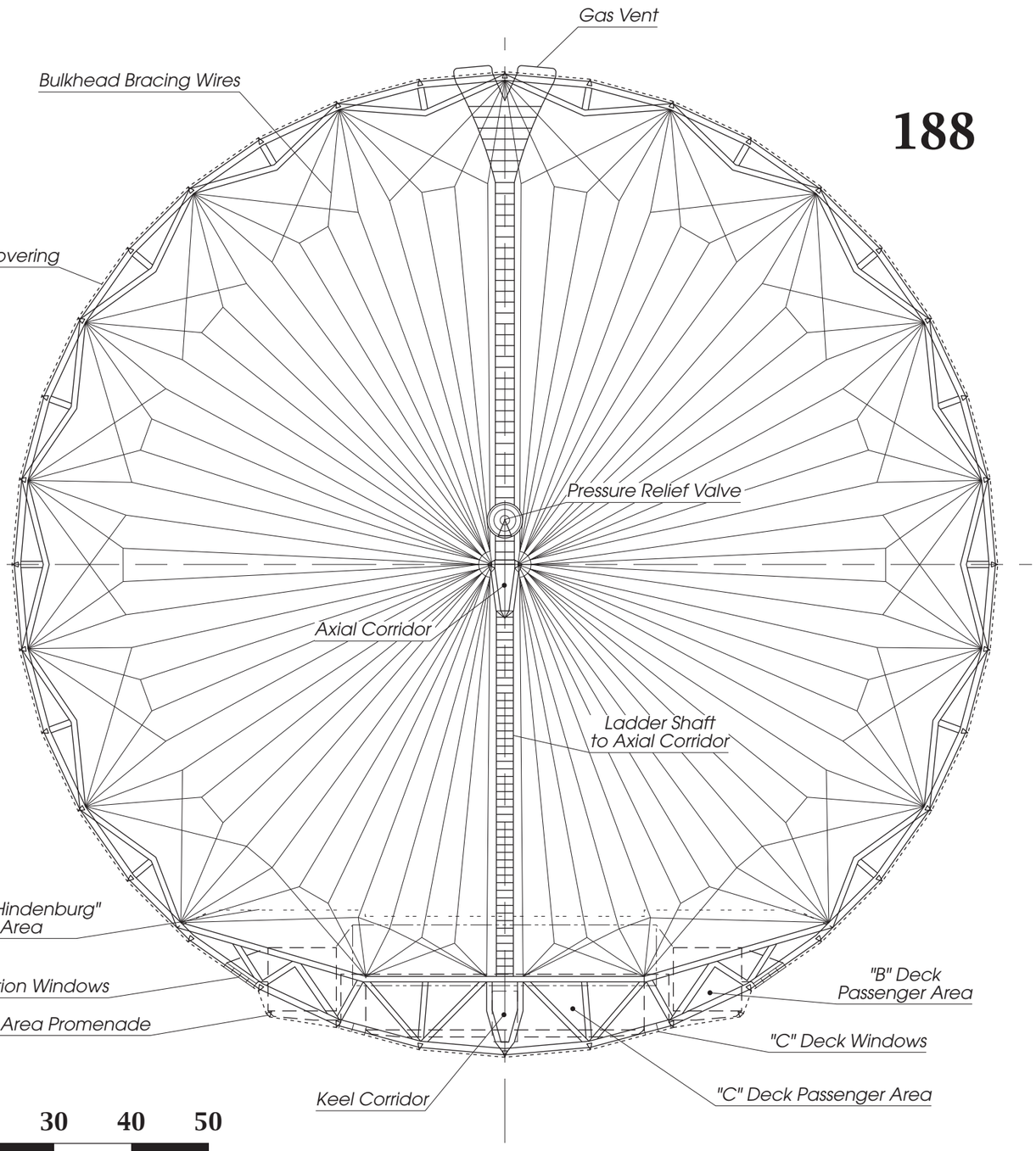
156.5

FEET 0 10 20 30 40 50

METERS 0 5 10 15

Main Rings





Extent of LZ-129 "Hindenburg" Passenger Area

"B" Deck Observation Windows

Extension for Passenger Area Promenade

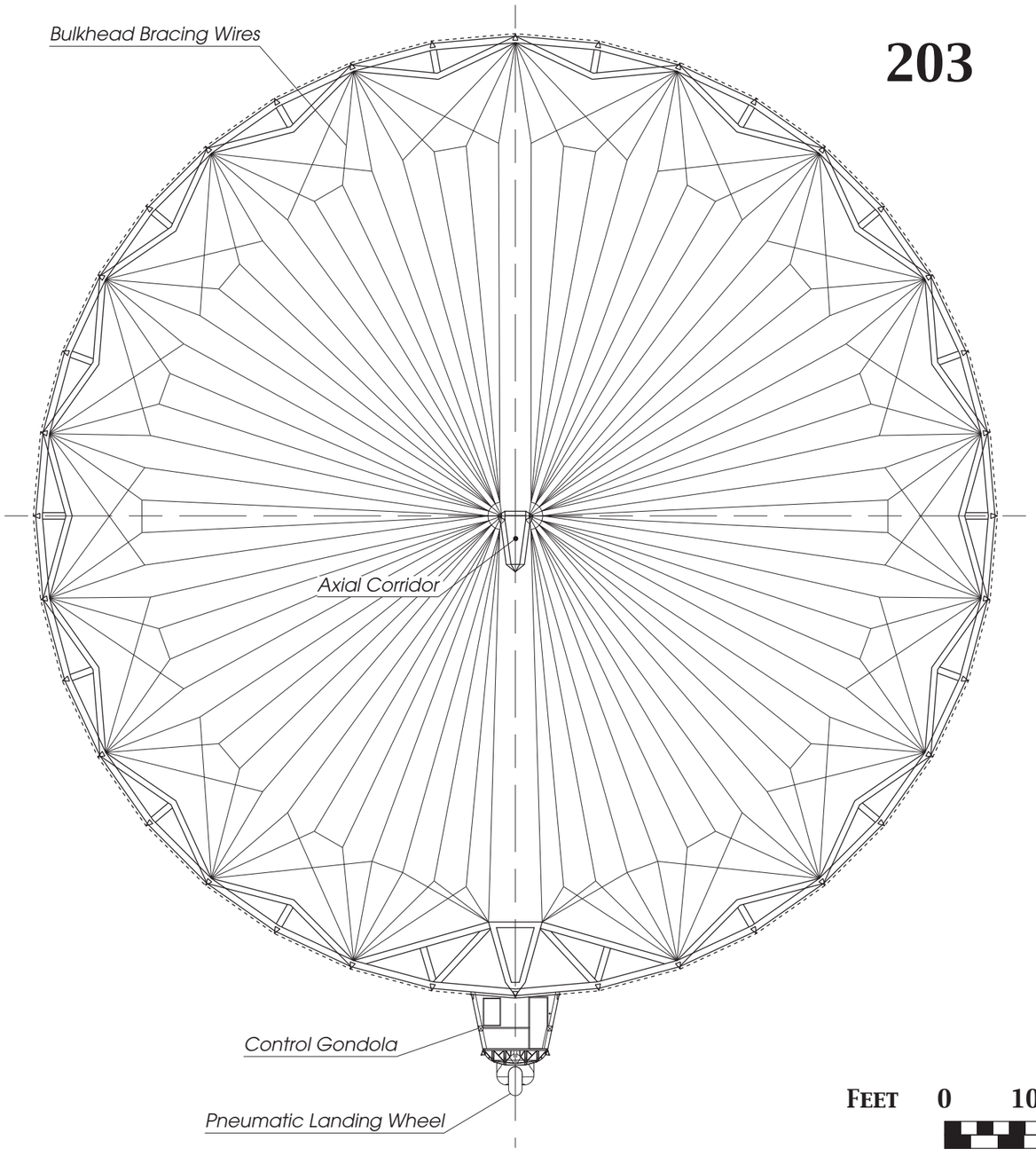
Embarking/Disembarking Gangway

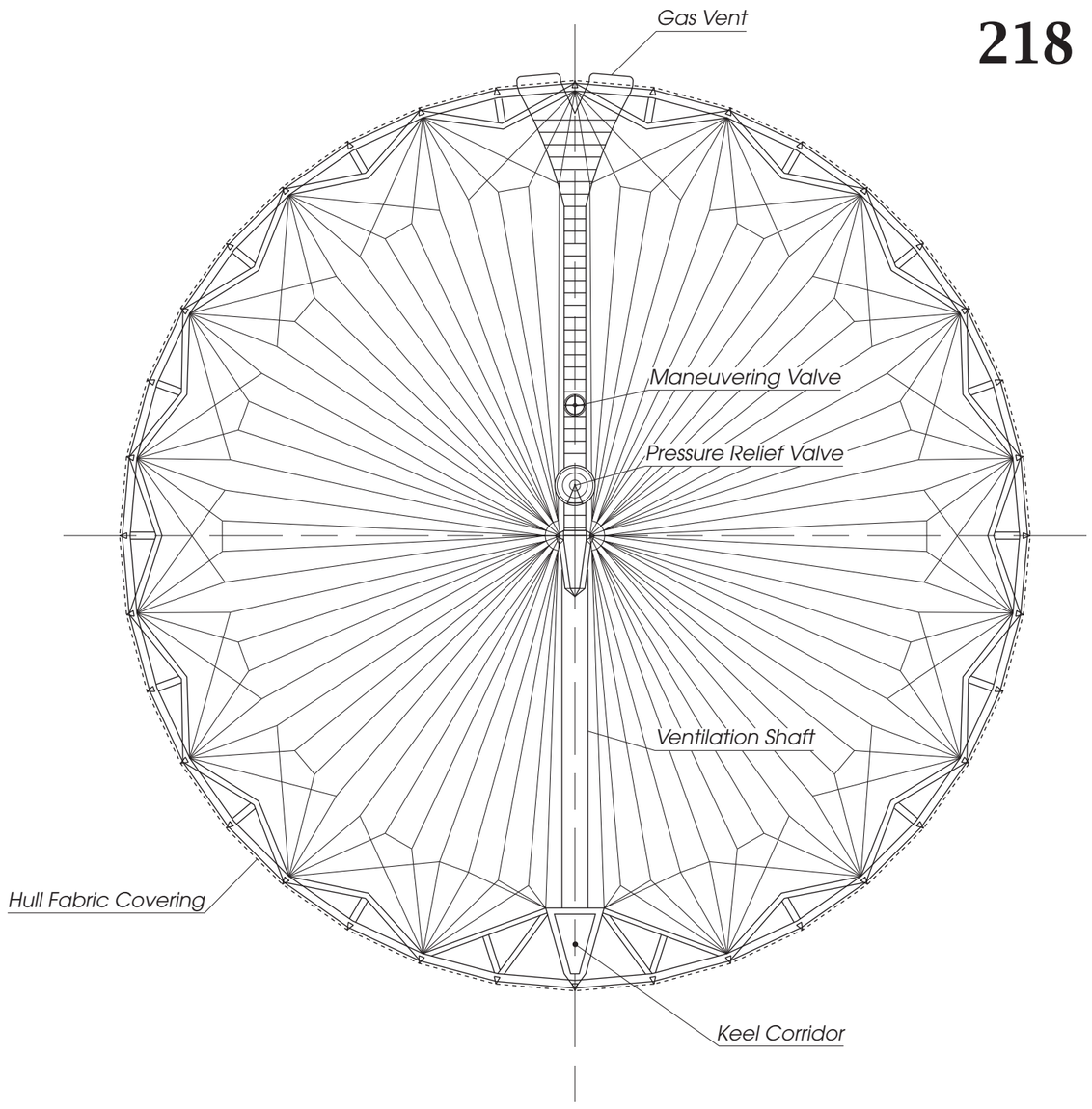
FEET 0 10 20 30 40 50

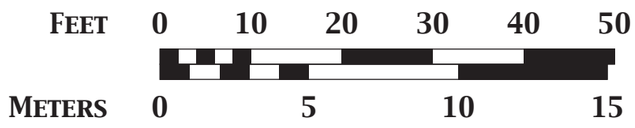
METERS 0 5 10 15

THE Graf Zeppelin (II)

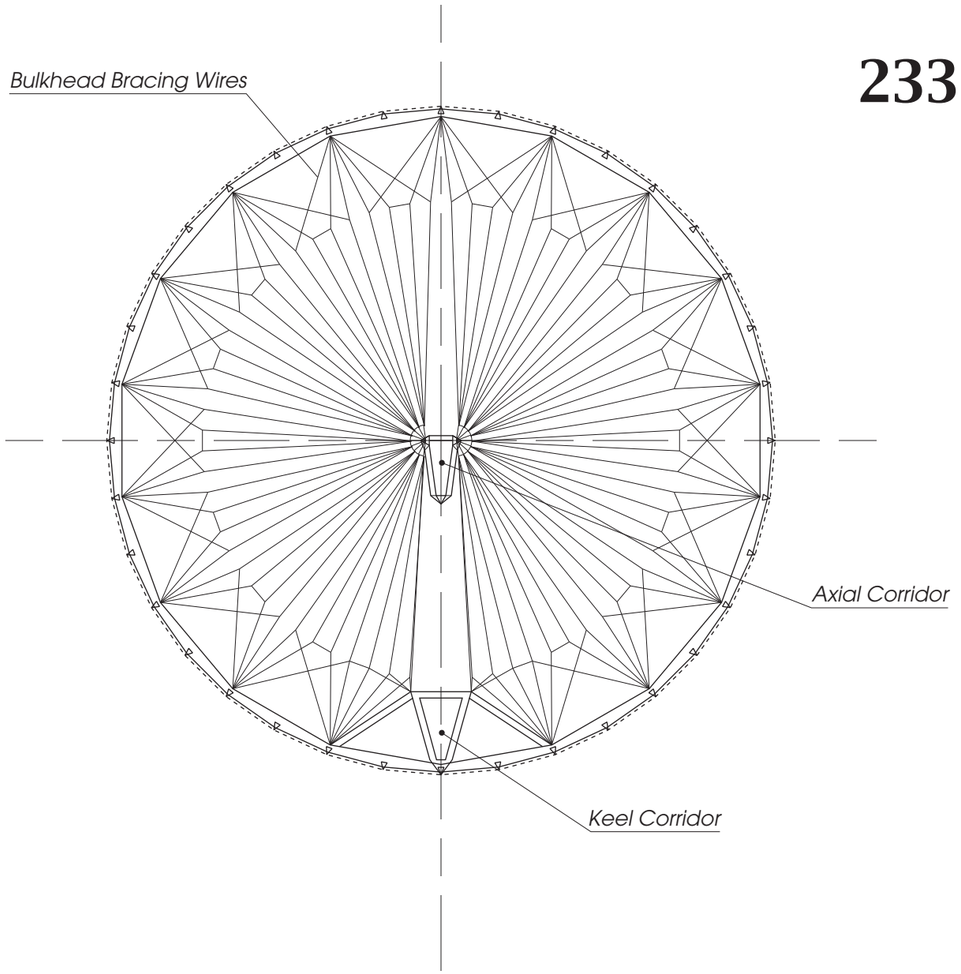
Main Rings





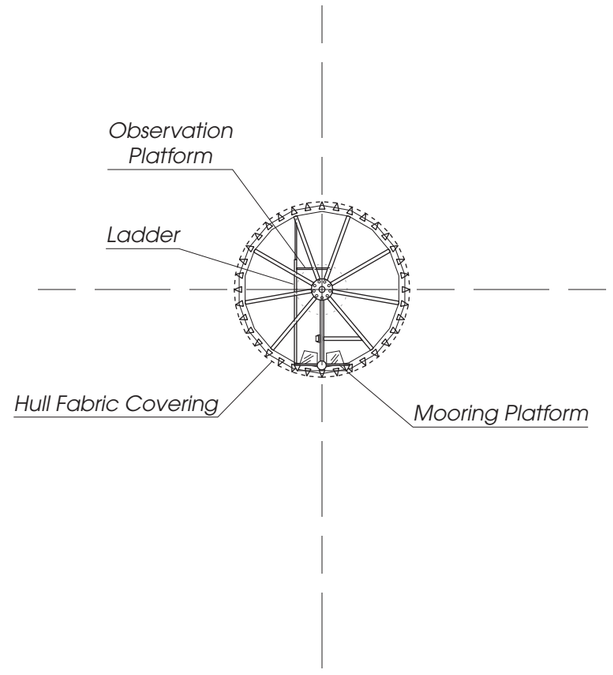


Main Rings



233

244.5



Feet	**0**	**10**	**20**	**30**	**40**	**50**
Meters	**0**	**5**	**10**	**15**		

Intermediate Rings

178

(looking aft)

Axial Corridor

Tube through Gas Cell for Axial Corridor

Gas Cell (made from "Goldbeater's Skin")

Extent of LZ-129 "Hindenburg" Passenger Area

Pantry on "A" Deck

Hull Fabric Covering

Passenger "B" Deck

Passenger "B" Deck

Kitchen on "C" Deck

"C" Deck Passenger Cabin

Keel Corridor

198

Ring 198 is a typical Intermediate Ring

Fabric Hull Cover

237

Intermediate Rings 237 and 241 are 18 sided. Longitudinal girders create 36 apices.

Axial Corridor

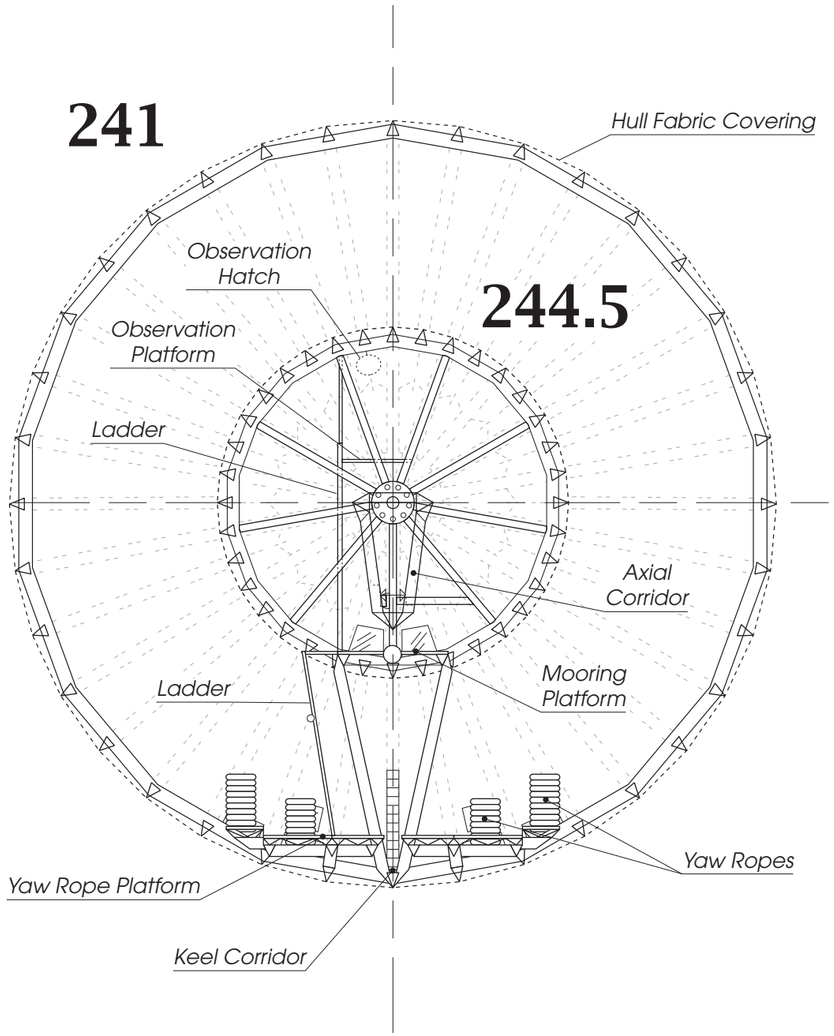
Keel Corridor

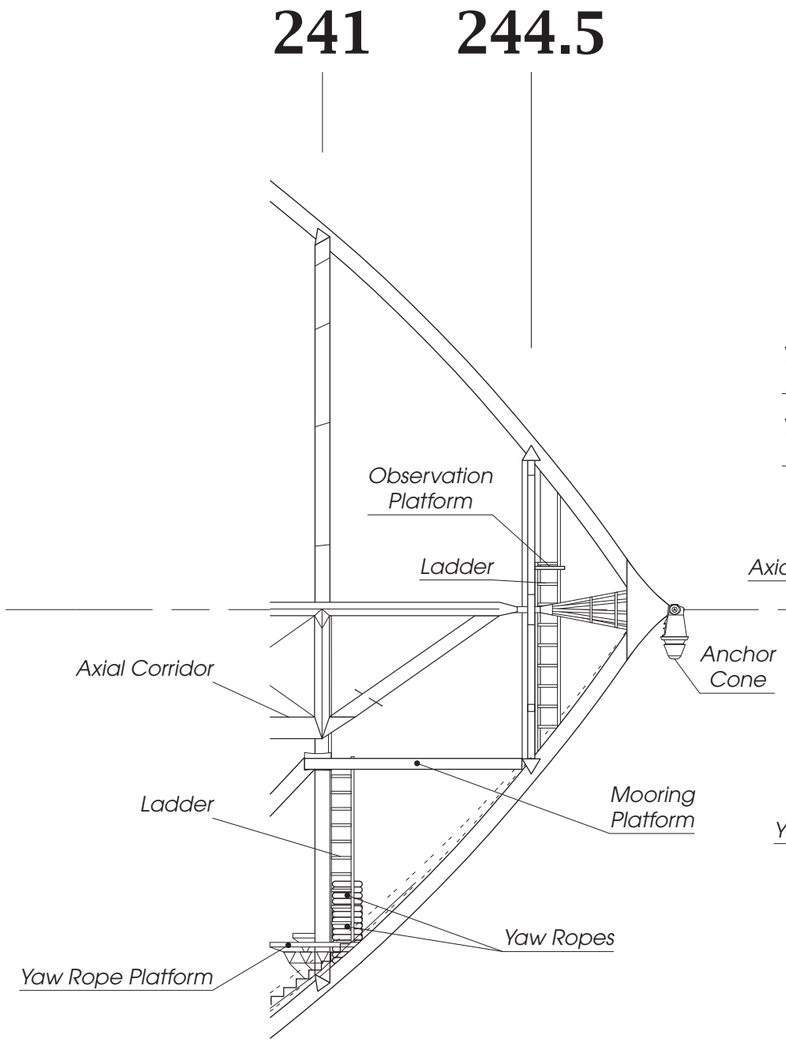
Keel Corridor

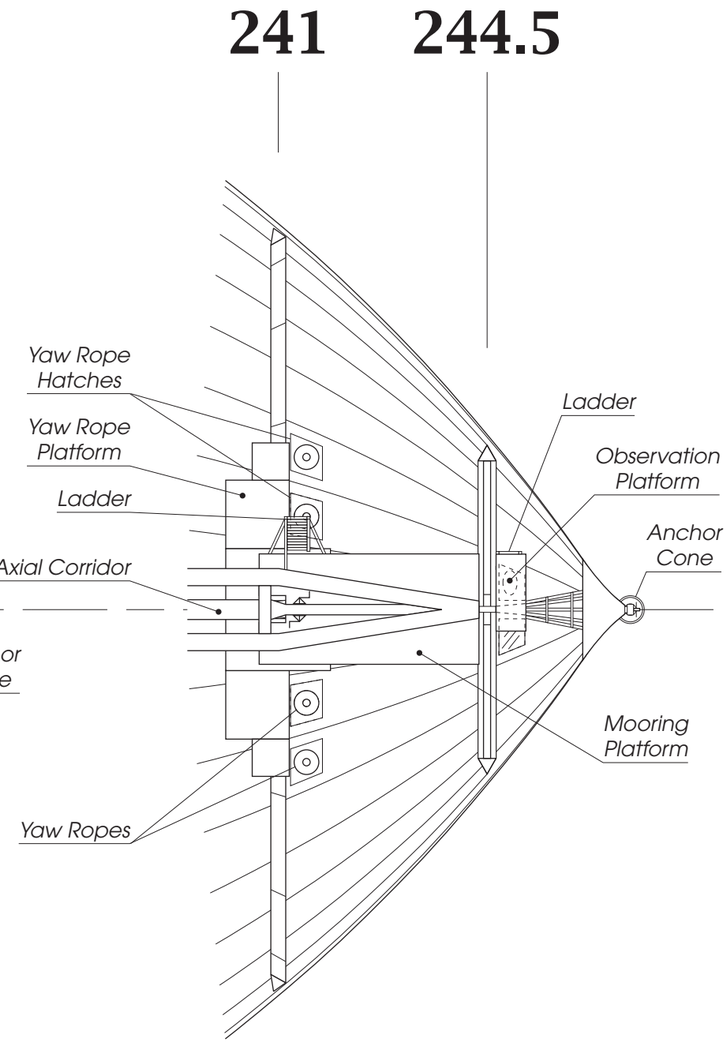
FEET 0 10 20 30 40 50

METERS 0 5 10 15

Bow Mooring Area (detail)







FEET 0 5 10 15 20 25 30

METERS 0 5 10

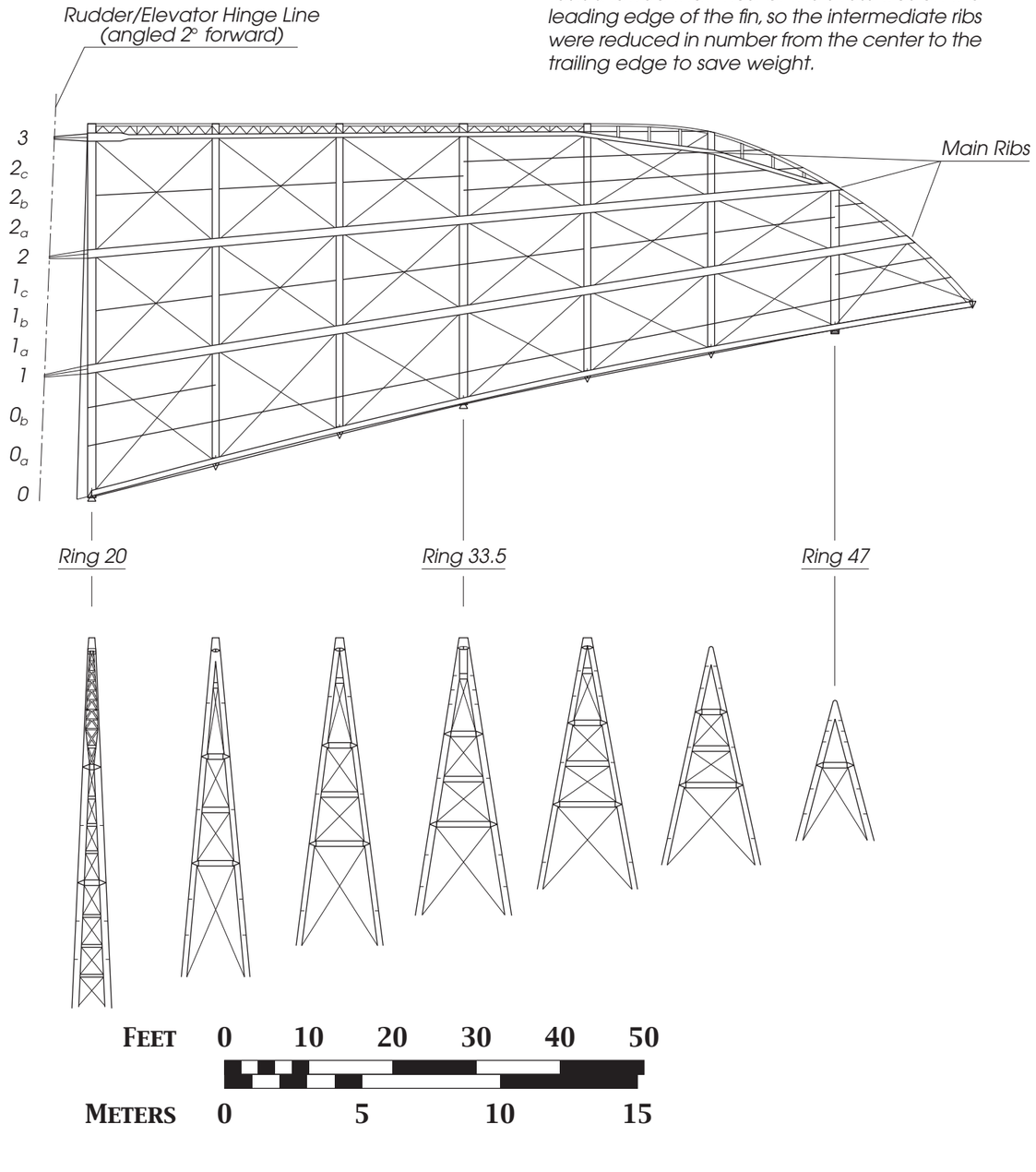
SCALE 1/100

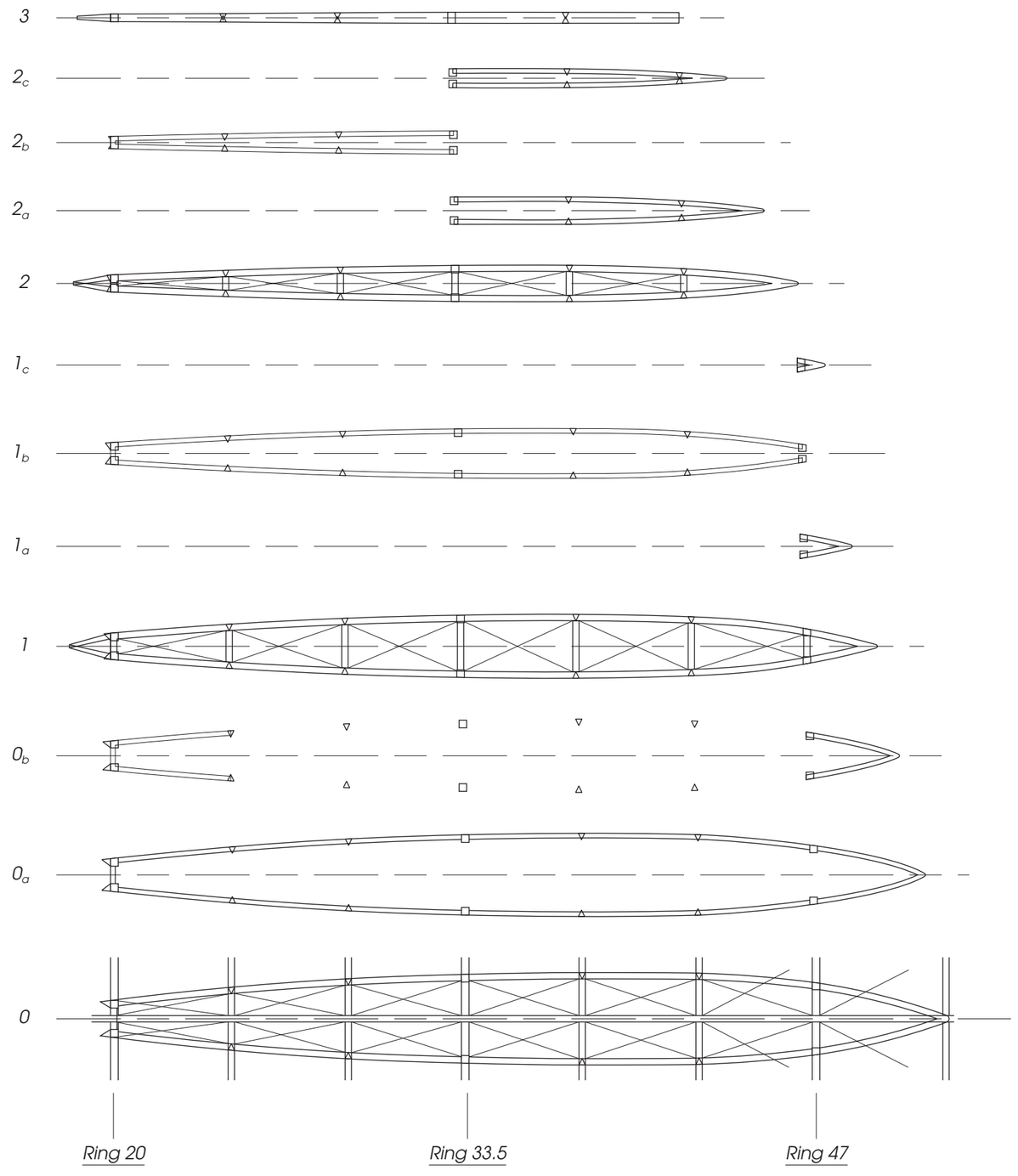
Tail Structure

Main Ring construction of the Tail Fins is braced through the hull to the opposing Fin by the Tail Fin Cruciform Structure

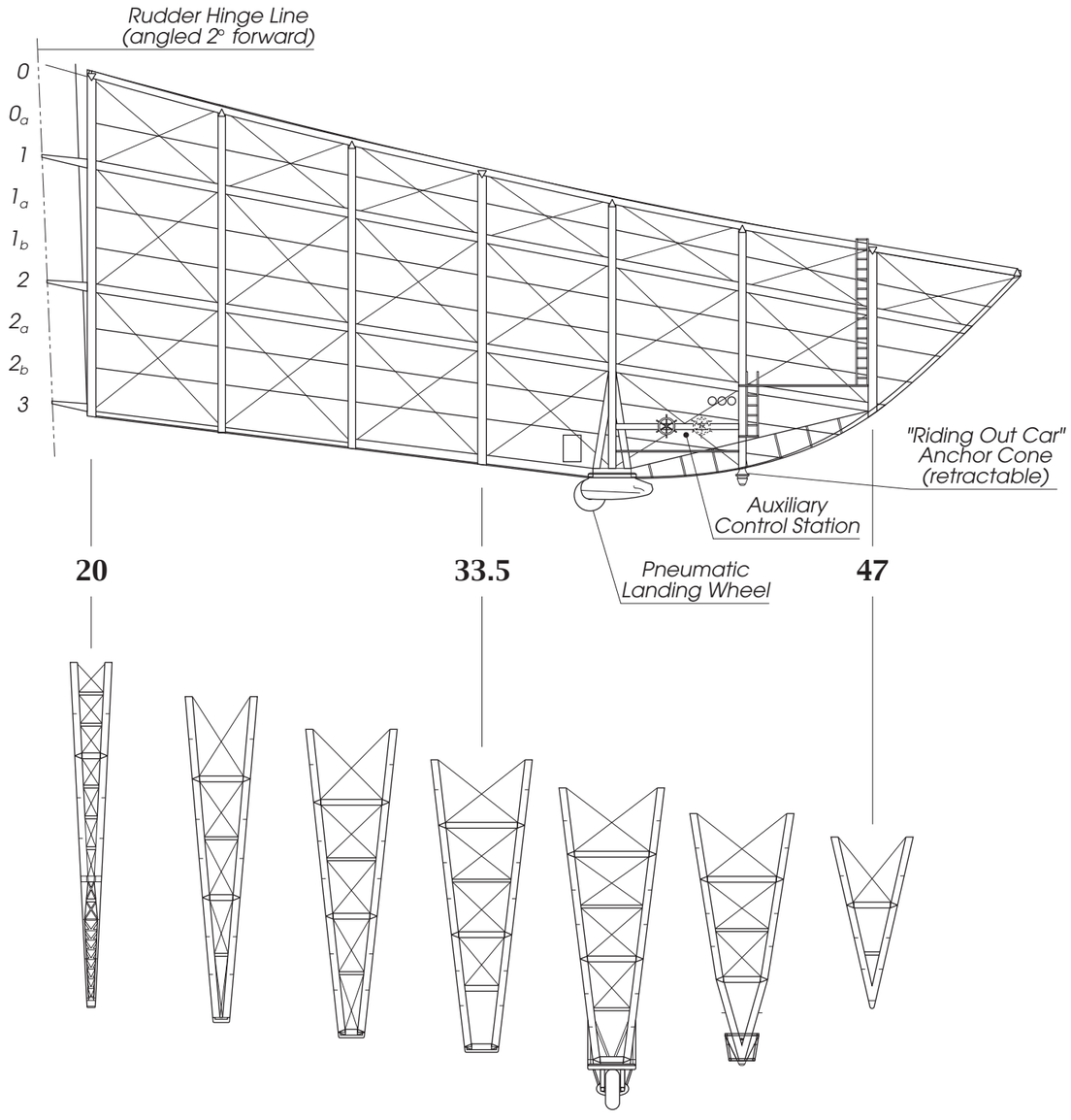
Main Ribs constructed using triangular girders; Intermediate ribs constructed using flat girders

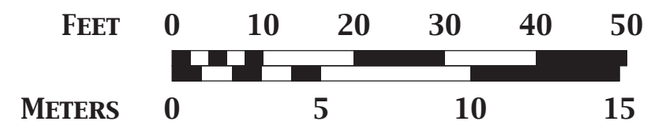
Tests showed that most of the stress was on the leading edge of the fin, so the intermediate ribs were reduced in number from the center to the trailing edge to save weight.

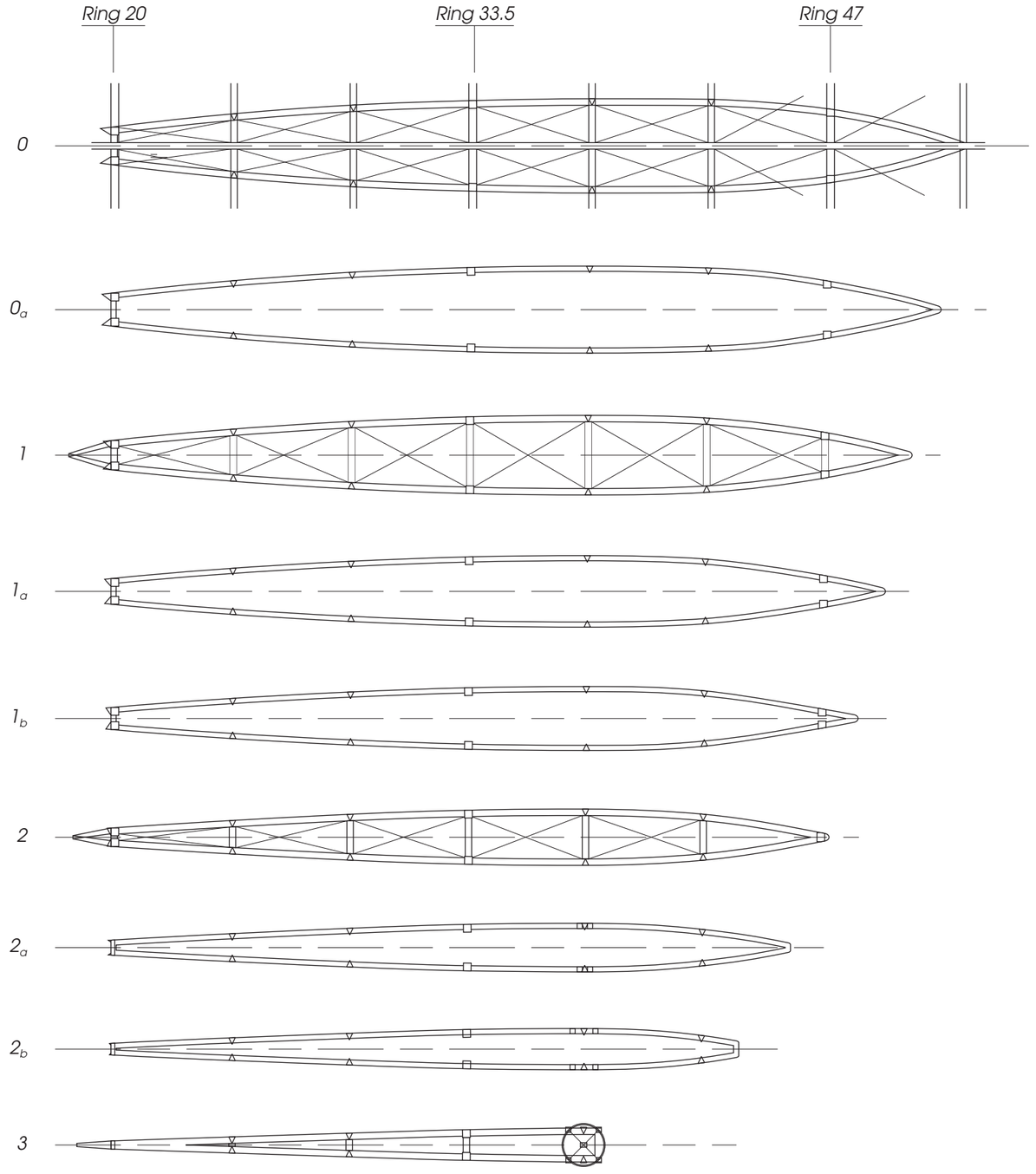




Lower Tail Structure

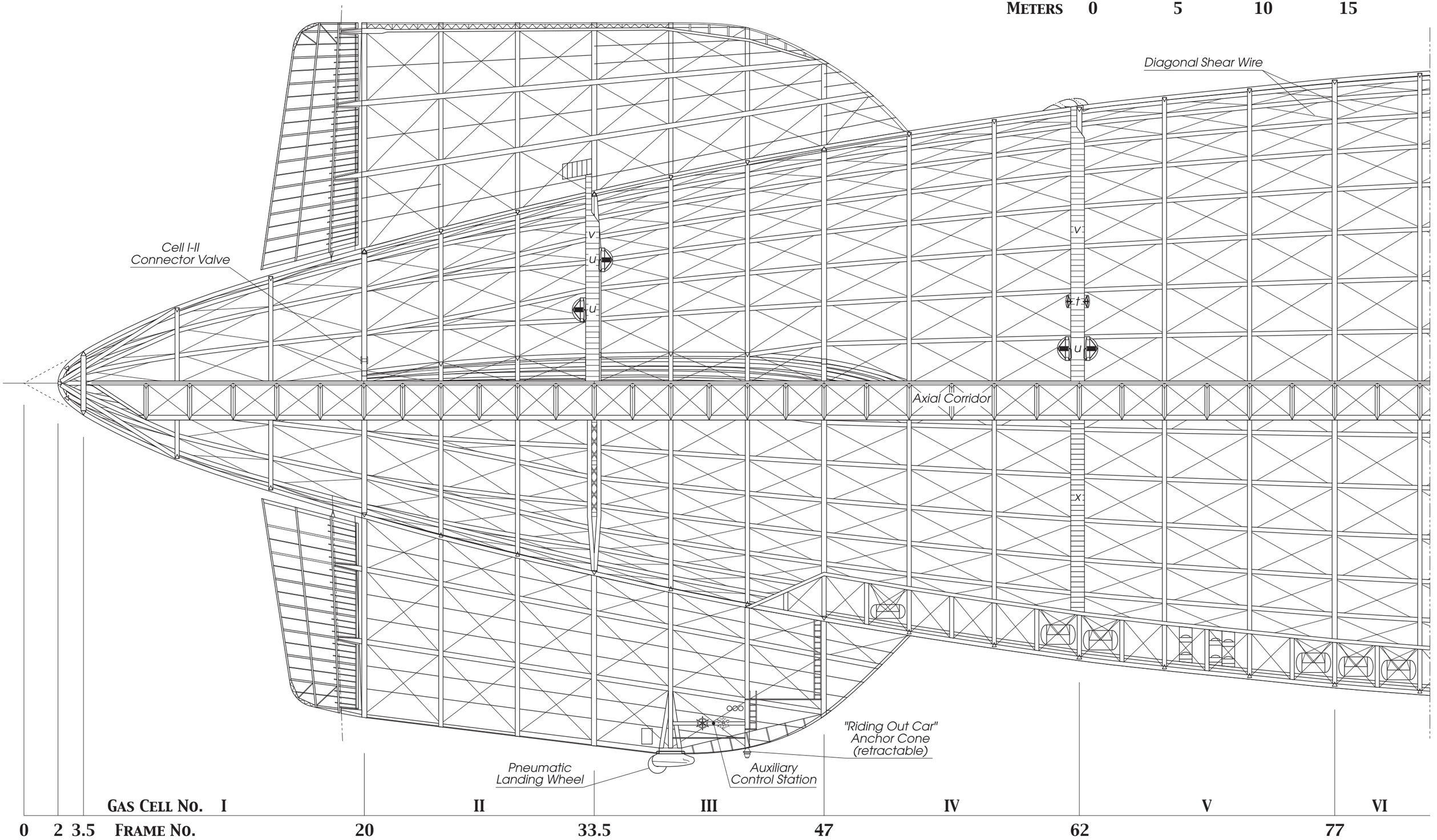






FEET 0 10 20 30 40 50

METERS 0 5 10 15

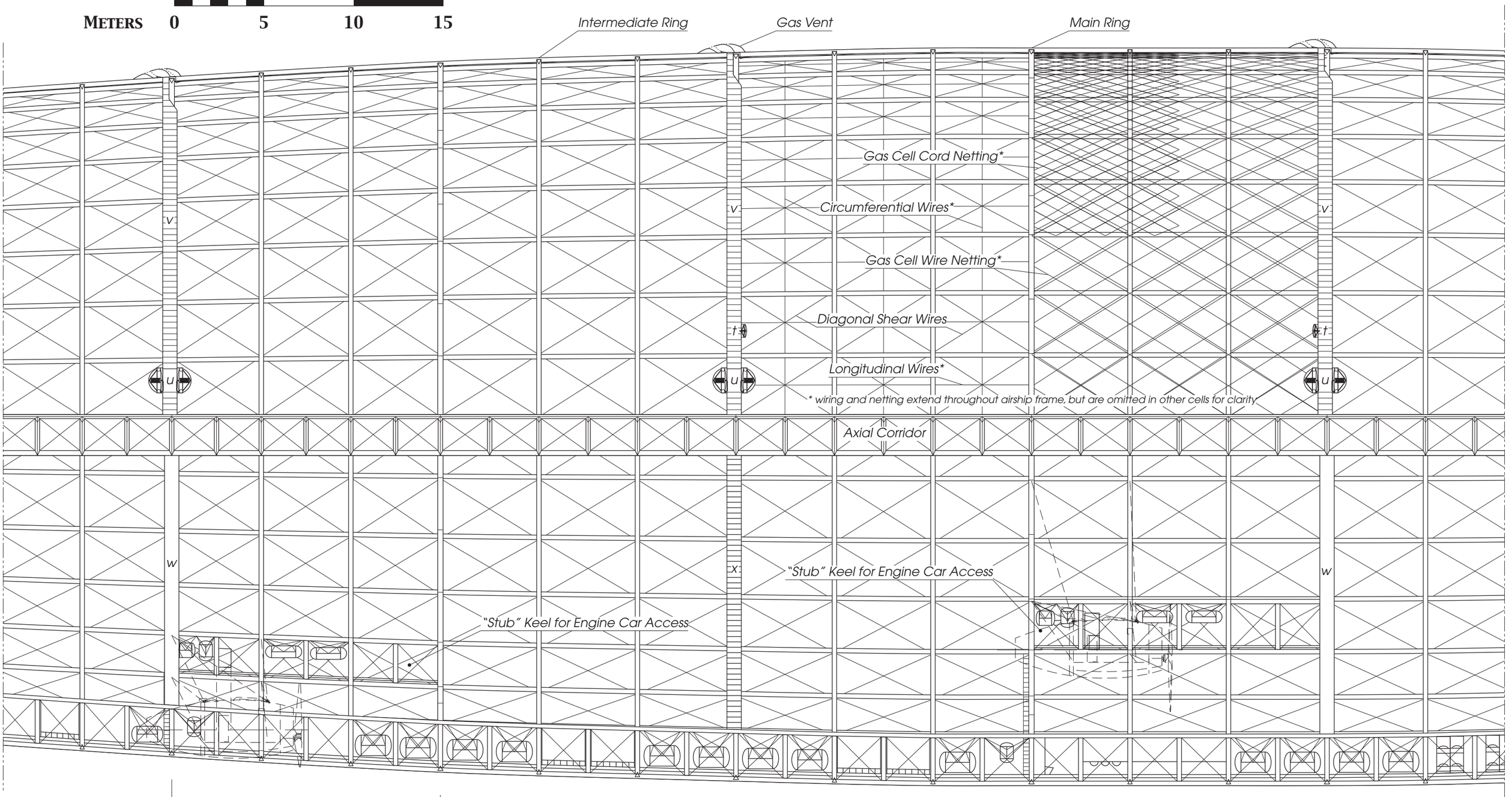


GAS CELL NO. I II III IV V VI

0 2 3.5 FRAME NO. 20 33.5 47 62 77

FEET 0 10 20 30 40 50

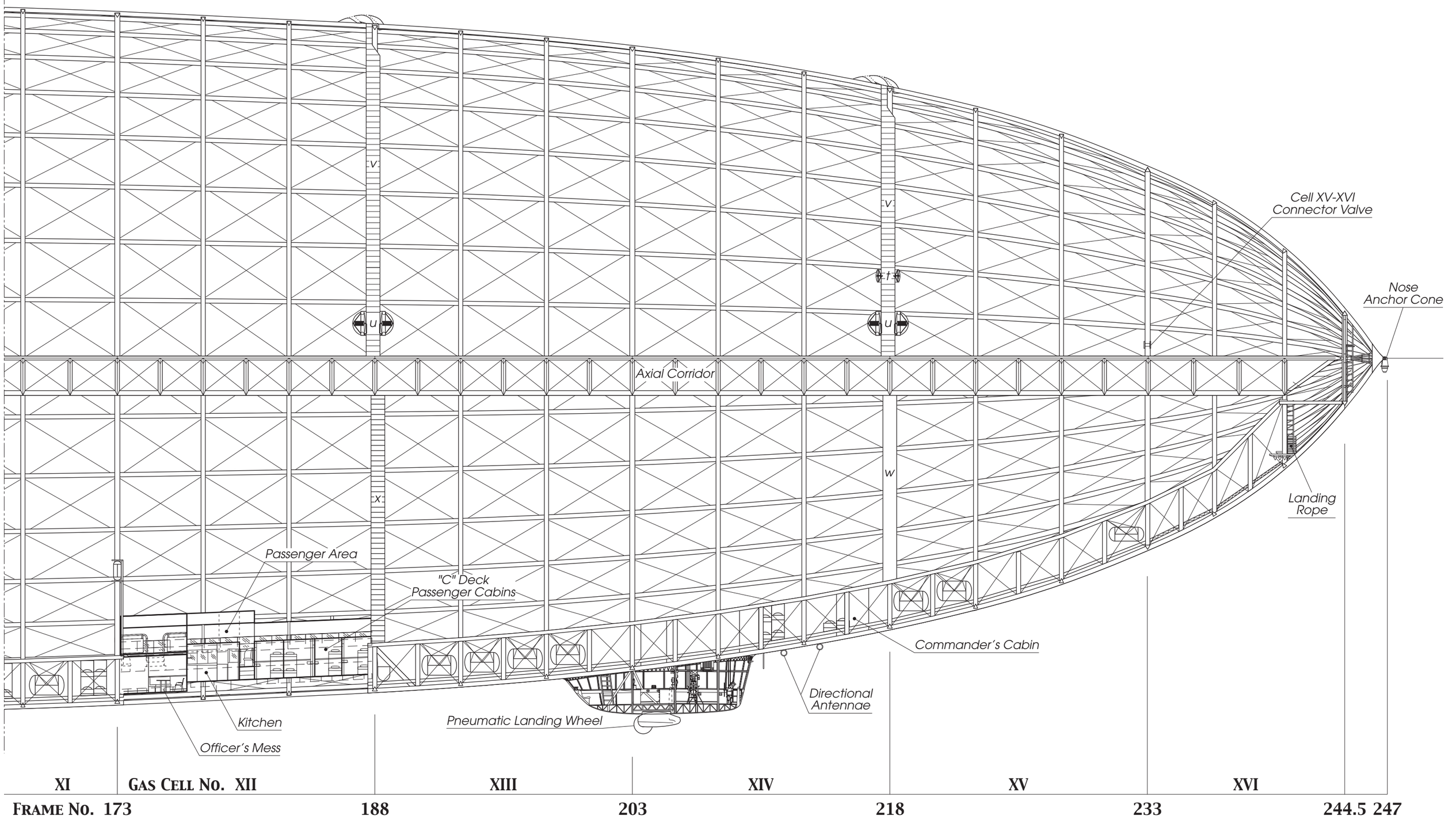
METERS 0 5 10 15



VI	GAS CELL NO.	VII	VIII	IX	X	XI
	FRAME NO. 92	107	123.5	140	156.5	

FEET 0 10 20 30 40 50

METERS 0 5 10 15

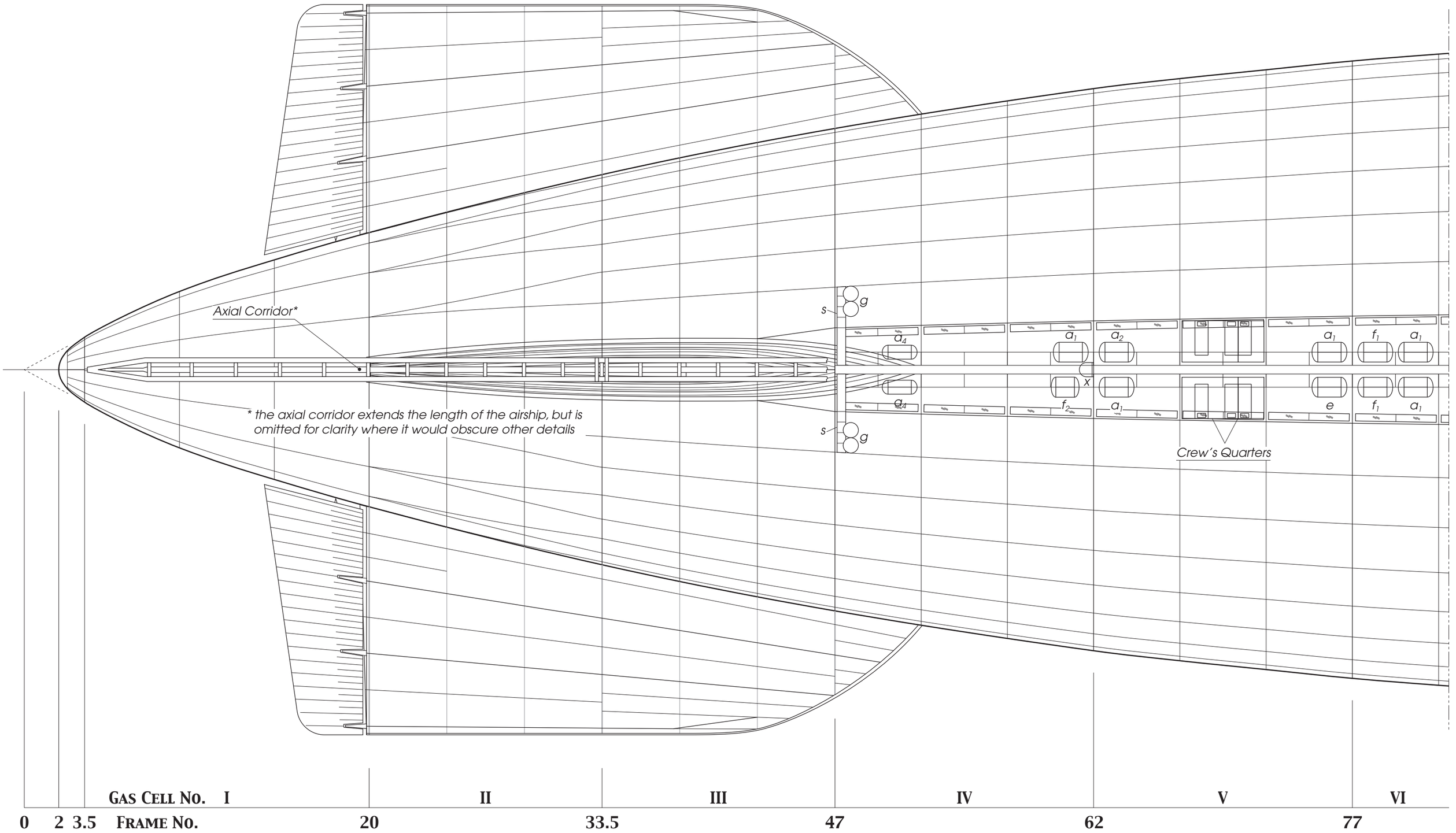


XI GAS CELL NO. XII XIII XIV XV XVI

FRAME NO. 173 188 203 218 233 244.5 247

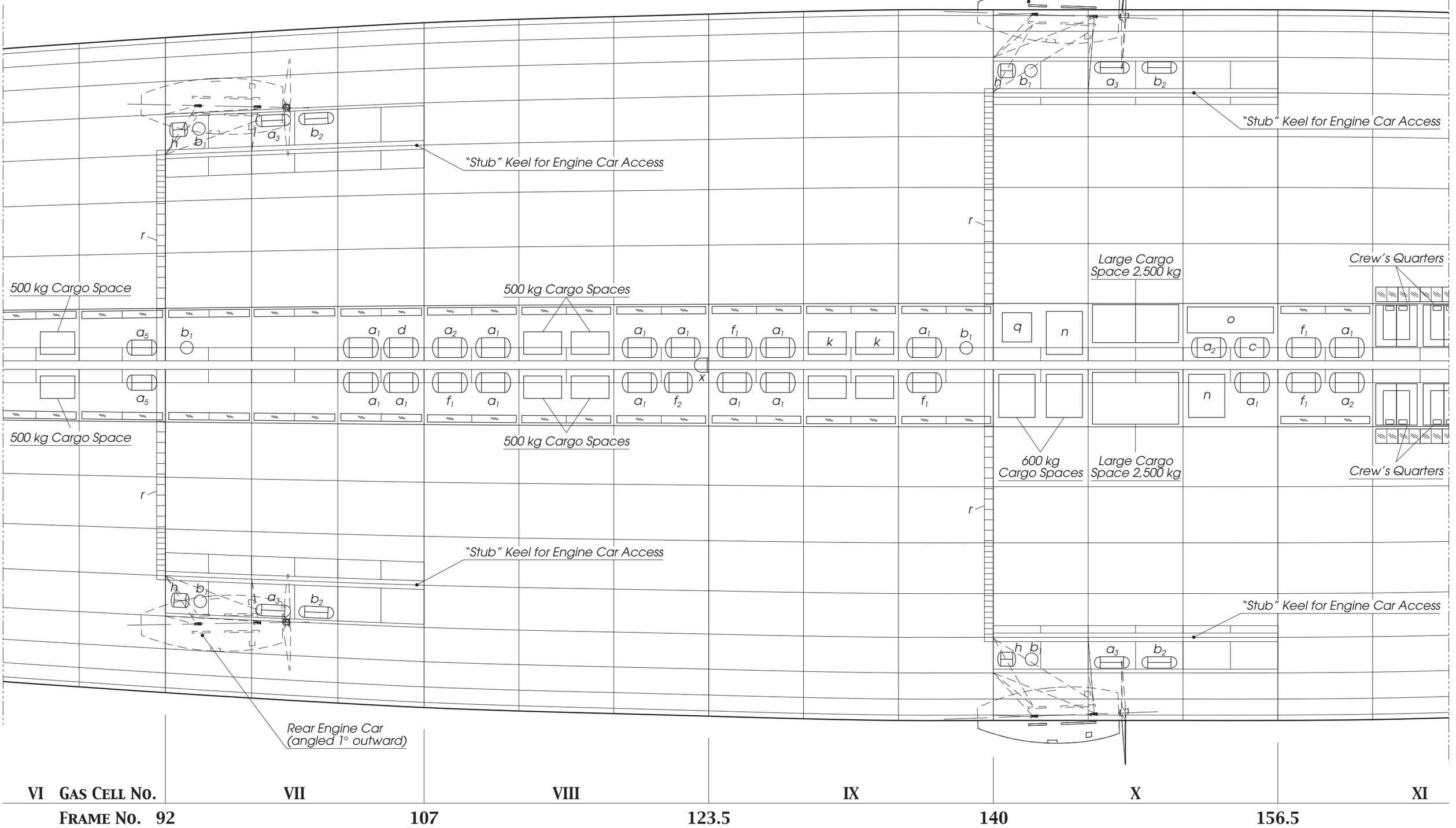
FEET 0 10 20 30 40 50

METERS 0 5 10 15



FEET 0 10 20 30 40 50

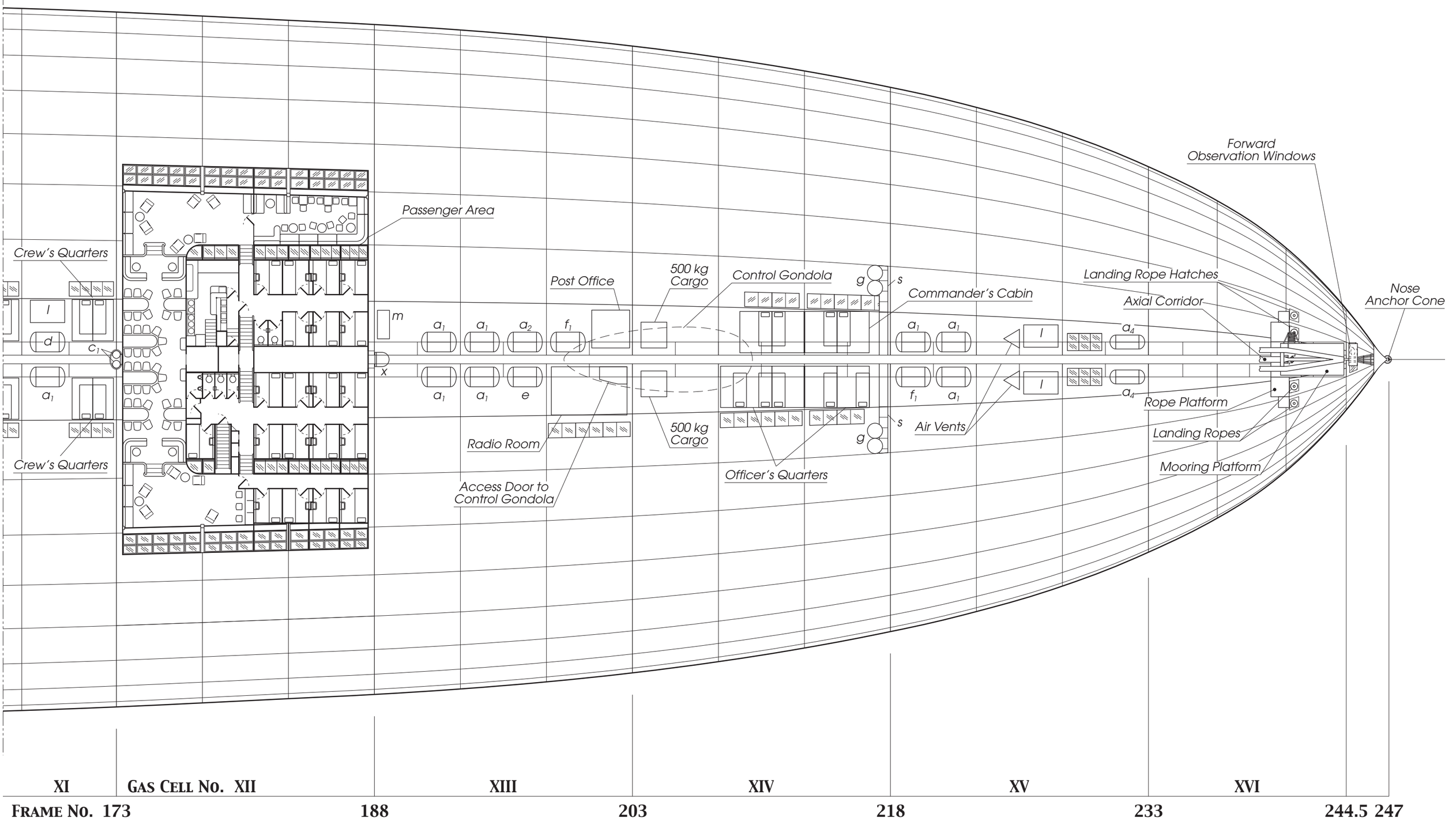
METERS 0 5 10 15



VI	GAS CELL NO.	VII	VIII	IX	X	XI
	FRAME NO. 92	107	123.5	140	156.5	

FEET 0 10 20 30 40 50

METERS 0 5 10 15



XI | GAS CELL NO. XII | XIII | XIV | XV | XVI

FRAME NO. 173 188 203 218 233 244.5 247

Explanation of Letters on Longitudinal Cross Section and Plan Views

a_1	*Fuel Oil Barrels (2,500 liters) (28)*
a_2	*Fuel Oil Valve Barrels (2,500 Liters) (4)*
a_3	*Fuel Oil Operation Barrels (800 liters) (4)*
a_4	*Fuel Oil Barrels (1,250 liters) (4)*
a_5	*Fuel Oil Barrels (850 liters) (2)*
b_1	*Lubrication Oil Barrels (500 liters) (6)*
b_2	*Lubrication Oil Barrels (380 liters) (4)*
c	*Drinking Water Barrel (2,500 liters)*
c_1	*Passenger Drinking Water Barrels (200 Liters) (2) (elevated to maintain faucet pressure)*
d	*Fresh Water Barrels (2,500 liters) (2)*
e	*Waste Water Barrels (2,500 liters) (2)*
f_1	*Barrels for Recovered Ballast Water (2,500 liters) (9)*
f_2	*Barrels for Recovered Ballast Water (2,000 liters) (2)*
g	*Double Ballast Bags (500 liters) (4)*
h	*Cooling Water Barrels (400 liters) (4)*
i	*Baggage Room (500 kg) (2)*
k	*Spare Parts Storage Room (500 kg) (2)*
l	*Food/Storage Room (500 kg)*
m	*Food/Storage Room (250 kg)*
n	*Engineer's Room*
o	*Exhaust*
p	*Washroom and Toilet*
q	*Workshop*
r	*Access Way to Engine Cars (4)*
s	*Access Ways to Ballast Bags (4)*
t	*Maneuvering Valve (14)*
u	*Pressure Relief Valve (14)*
v	*Gas Shaft (7)*
w	*Ventilation Shaft (3)*
x	*Ladder Shafts (3)*
y	*Anchor Cones (2)*

Ring No. (meters)	*Diameter (meters)*	*Diameter (feet)*
2	0	0
2.5	2.2	7.06
3.5	3.8	12.38
9	9.1	29.75
14.5	12.7	41.78
20	15.9	52.17
24.5	18.3	59.92
29	20.5	67.31
33.5	22.6	74.24
38	24.6	80.61
42.5	26.3	86.43
47	28.0	91.78
52	29.6	97.25
57	31.2	102.25
62	32.6	106.96
67	33.8	110.76
72	34.8	114.12
77	35.8	117.45
82	36.6	120.08
87	37.3	122.38
92	38.0	124.60
97	38.6	126.64
102	39.2	128.53
107	39.7	130.25
112.5	40.1	131.56
118	40.4	132.55
123.5	40.7	133.53
129	41.0	134.51
134.5	41.2	135.17
140	41.2	135.17
145.5	41.2	135.17
151	41.2	135.17
156.5	41.2	135.17
162	41.1	134.84
167.5	40.8	133.91
173	40.4	132.55
178	39.9	131.02
183	39.4	129.40
188	38.9	127.78
193	38.3	125.69
198	37.5	122.99
203	36.4	119.56
208	35.1	115.28
213	33.5	110.07
218	31.6	103.67
223	29.3	96.13
228	26.4	86.61
233	22.4	73.49
237	18.5	60.70
241	13.0	42.65
244.5	5.9	19.63
246.5	0.8	2.60
247	0	0