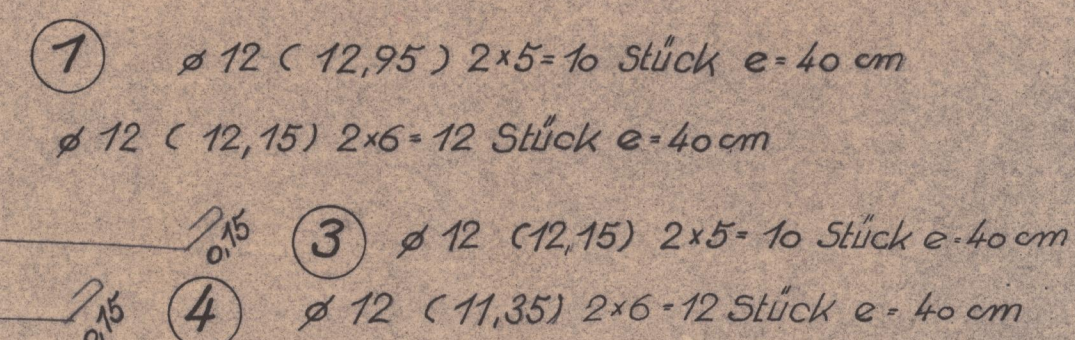
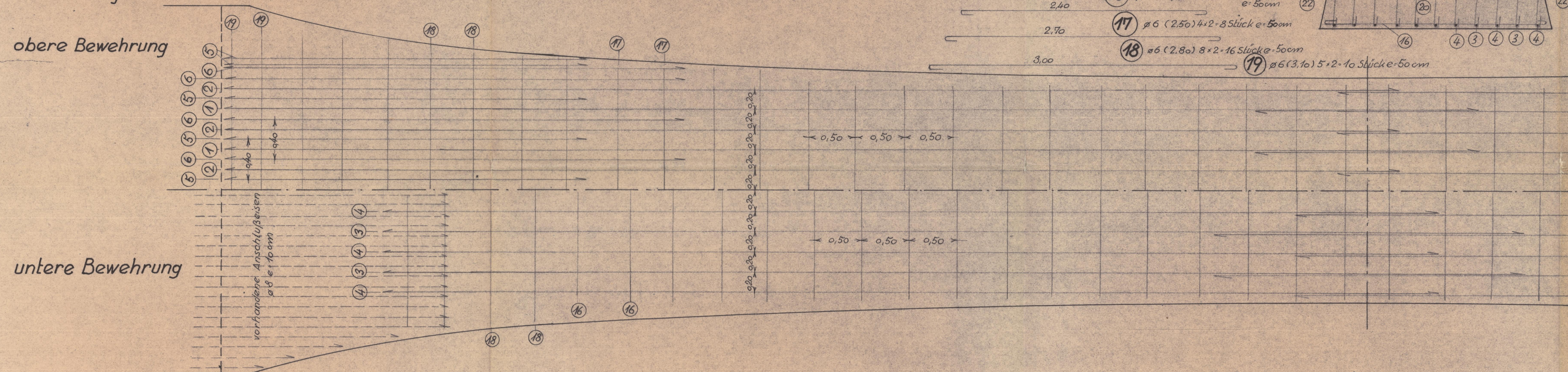


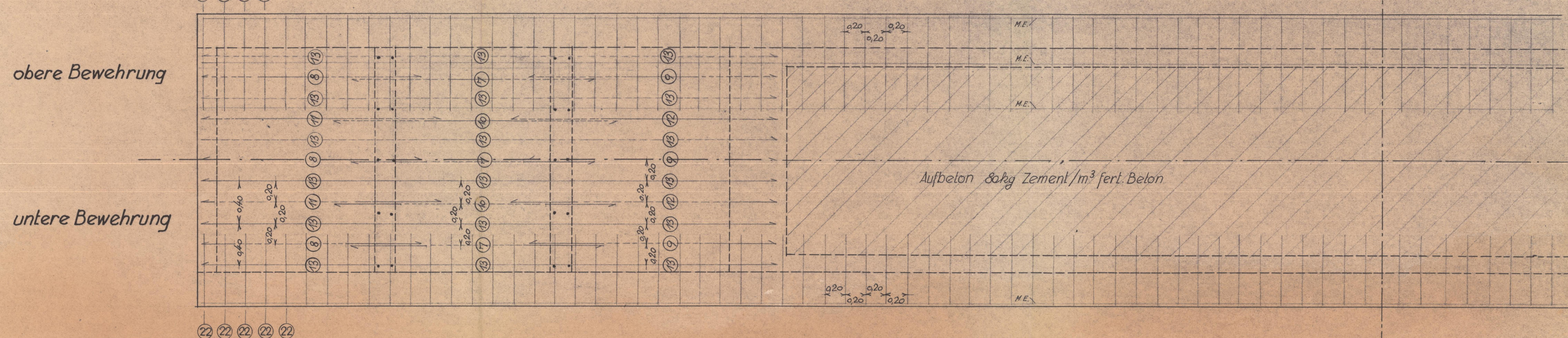
Hand-drawn technical drawing of a stepped profile with 13 numbered points. The profile consists of horizontal and inclined segments. Key dimensions include horizontal distances (0.35, 0.70, 0.70, 1.00, 1.15, 1.15) and vertical distances (0.19, 0.27, 0.19, 0.27, 0.19, 0.27, 0.19, 0.27, 0.19, 0.27, 0.19, 0.27, 0.19, 0.27). Circled numbers 1 through 13 mark specific points along the profile. Annotations include: 7) $\varnothing 6 (3,60) 2 \times 3-6 \text{ St. } e = 80 \text{ cm}$; 8) $\varnothing 6 (2,40) 2 \times 3-6 \text{ Stück}$; 9) $\varnothing 6 (2,65) 2 \times 3 = 6 \text{ Stück } e = 80 \text{ cm}$; 10) $\varnothing 6 (3,05) 2 \times 2-4 \text{ Stück } e = 80 \text{ cm}$; 11) $\varnothing 6 (2,55) 2 \times 2-4 \text{ Stück}$; 12) $\varnothing 6 (2,70) 2 \times 2-4 \text{ Stück } e = 80 \text{ cm}$; 13) $\varnothing 6 (5,70) 2 \times 6 = 12 \text{ Stück } e = 40 \text{ cm}$. A small 'II' is at the bottom right.



obere Bewehrung



21 21 21 21



A technical drawing of a ship's hull cross-section. The hull is shown with a flat bottom and a curved upper section. Internal structural elements are indicated by lines and numbers. The bottom structure includes a series of vertical ribs or stiffeners, numbered 73, 9, 73, 72, 73, 9, 73, 72, 73, 9, 73 from left to right. The upper structure includes a top deck or hull plating, with internal components numbered 21, MC, MC, 21, and 22. A central longitudinal component is labeled 23. The drawing is a detailed line drawing showing the internal framework of the hull.

Technical drawing of a bridge structure, showing a cross-section and a plan view. The cross-section (top) is labeled with 21, ME, ME, and 21. The plan view (bottom) shows a series of vertical supports labeled 13, 8, 13, 11, 13, 8, 13, 11, 13, 8, 13. The drawing is labeled with 22 on the left and right sides, and 23 in the center.

2.10 (23) $\varnothing 7 (2,25) 2 \times 32 = 64 \text{ Stücke} \approx 300 \text{ cm}$

Pos.	σ	Stück	Schmitt- längen	Gesamtlängen					Bemerkungen
				σ 5	σ 17	σ 8	σ 12	σ 20	
1	12	10	12,95				129,50		
2	12	12	12,15				145,80		
3	12	10	12,15				121,15		
4	12	12	11,35				136,20		
5	20	20	4,00					80,00	
6	20	16	5,00					80,00	
7	6	6	3,60	21,60					
8	6	6	2,40	14,40					
9	6	6	2,65	15,90					
10	6	4	3,05	12,20					
11	6	4	2,55	10,20					
12	6	4	2,70	10,80					
13	6	12	5,70	68,40					
14	8	20	1,20			24,00			
15	8	20	1,65			33,00			
16	6	53	2,20	127,60					
17	6	8	2,50	20,00					
18	6	16	2,80	44,80					
19	6	10	3,10	31,00					
20	6	474	14,050	237,00					
21	6	230	1,15	264,50					
22	6	230	0,80	184,00					
23	7	64	2,25		144,00				
M.F.	6	—	—	235,00					
Gesamtlängen in m				1297,40	144,00	57,00	532,65	160,00	
Gewichte in kg.				284,00	43,50	22,50	495,50	394,50	
				Zusammen 1240,00 kg					

Zusammen		7240,00
Betongüte B 300		
Mind. Druckfestigkeit $W_b =$		300
Zement:	300 kg Zem./m ³ fert. Beton	
Zuschläge:	getrennt 0-3, 3-7, 7-30	
Stahlsorte:	Betonstahl II	$\sigma_s = 160$

Bauherr: <i>Städtisches Tiefbauamt Tübingen</i>	B.N. 3208	Z.N. 43	
Baustelle: <i>Indianersteg - Tübingen</i>	M.	1:25	
<i>Bewehrungsplan</i>	gef.	16.8.1951	<i>Müller</i>
	geopr.		
	geänd.		
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