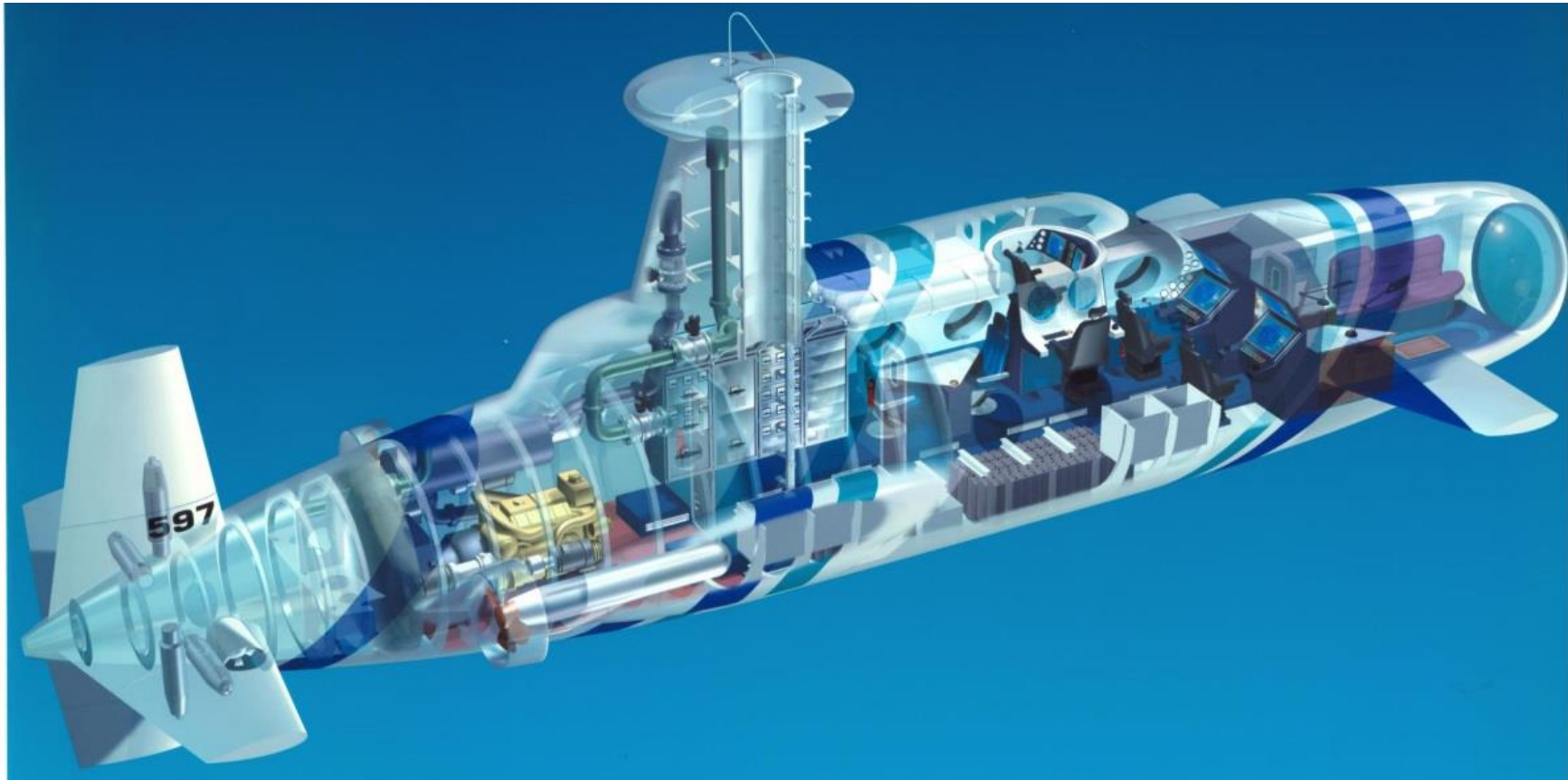


HULL CONFIGURATION

Theoretical studies, as well as wind tunnel and towing tank experiments, show that the optimum submarine shape is a teardrop body. Some practical considerations, such as ease of construction and the need for maximum strength, given a certain diameter and pressure hull thickness, give rise to a more or less elliptical bow, followed by a cylindrical main body, completed by a tapered conical stern.



Such a configuration creates maximum interior space. If the NEYK (single hull) is examined closely, one can see that all this has been achieved. However, if attention is focused strictly on the pressure hull, constructed of advanced high-yield steel HY-100 (produced by Marel to meet RNIN specifications), some characteristic construction details may strike the eye.

The greater part of the pressure hull is cylindrical, with inner hull frames about 0.6 metres apart, while the fore and aft ends are just slightly tapered, providing extra space for an echo sounder, for example, and the storage of air bottles.

NEYK SUBMARINE