

S.S.M.S. "BRETAGNE." YARD N° 355.  
 TION FOR S.S.M.S. "IRLAND." YARD N° 353  
 SKALA:  $\frac{1}{2}$ " = 1'-0".

LENGTH BETWEEN P.P.	325'-0"
BREADTH - MOULDED	49'-10"
DEPTH - "	23'-0"
POOP - 24'-8"	BRIDGE 155'-0"
	FORECASTLE 27'-1"
HEIGHT OF - " - 7'-1"	" - 7'-6"
	" - 6'-2"

WITH DETACHED SUPERSTRUCTURES. ~ PARTS OF

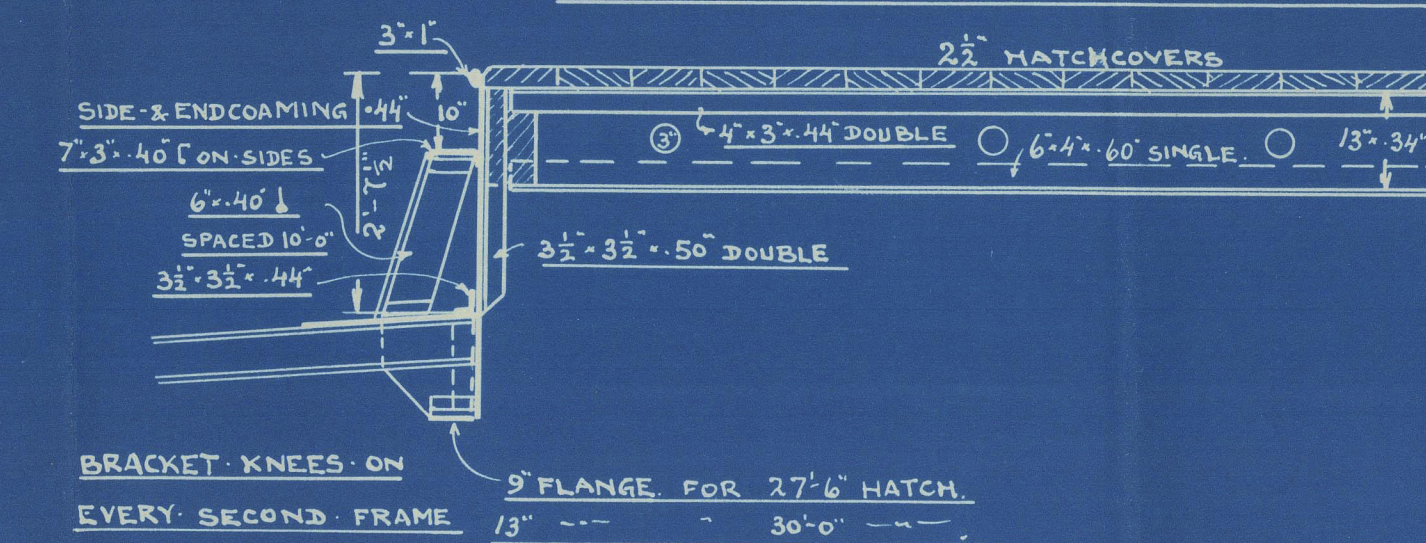
DOUBLE BOTTOM ARRANGED TO CARRY OIL FUEL OF A FLASH POINT ABOVE 150° FAHR.

$$\begin{aligned} L \cdot D &= 325 \times 23 = 7475. \\ L \cdot (B+D) &= 325 \times (49.83+23) = 23670. \\ \frac{L}{D} &= \frac{325}{23} = 14.1, \quad \frac{L}{B} = \frac{325}{30.5} = 10.65. \\ \text{DETACHED-SUPERSTRUCTURE} &= \frac{206.75}{325} = .63 \\ \text{LENGTH-OF-SHIP} & \\ d &= 23.0 - 3.0 - \frac{5.25 - 4.46}{2} = 19' - 7\frac{1}{4}" \end{aligned}$$

<u>EQUIPMENT</u>			
<u>BELOW UPPER DECK</u>		23670	
<u>SUPERSTRUCTURES</u>		140	
<u>DECKS/HOUSES</u>		281	
<u>EQUIPMENT</u>	<u>NUMBER</u>	<u>25 031236-25267</u>	
2 BOWER ANCHORS	EACH	48 1/2 CWT.	STOCKLESS
1 -- ANCHOR	AT	41 1/2 W--	--
1 STREAM	--	13	-- EX. STOCK
2 TO FATHOMS	2	STUD CHAIN CABLES	
90 --	1 3/16	CHAIN OR	4 1/2 STEELWIRE
120 --	1 1/2	HEMP	-- --
2 HAWESERS	EACH	90 FATHOMS	7 MANILLA
2 WARPS	--	90 --	7 --

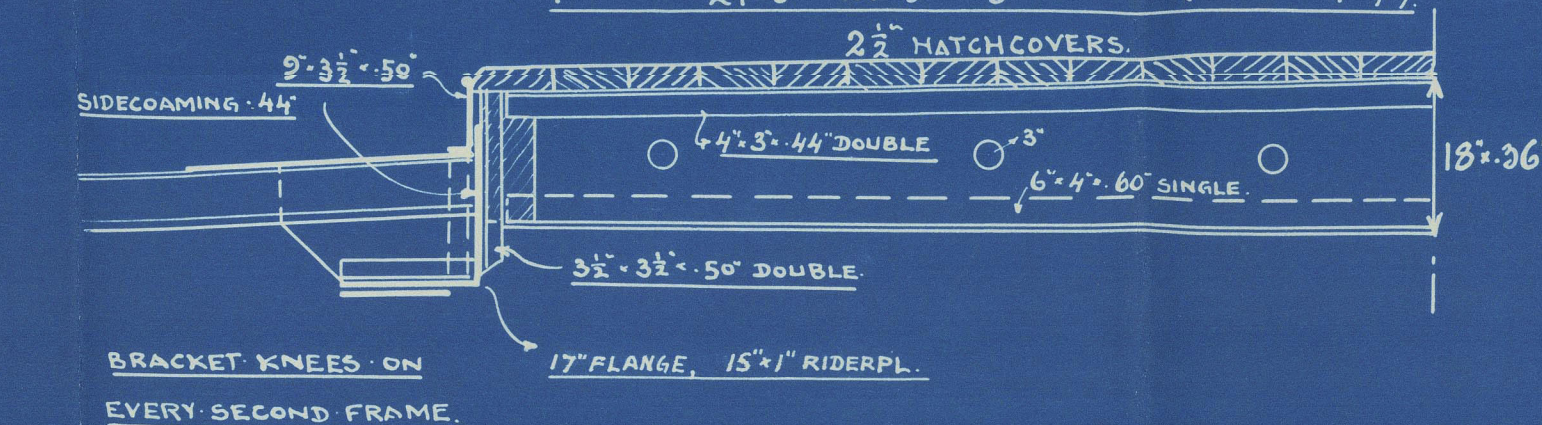
MATCHES ON BRIDGE DECK.

1 MATCH	30'-0" x 20'-0"	5 WEBS (SPACED 5'-0")
1 ---	27'-6" x 20'-0"	5 " ( " 4'-7")

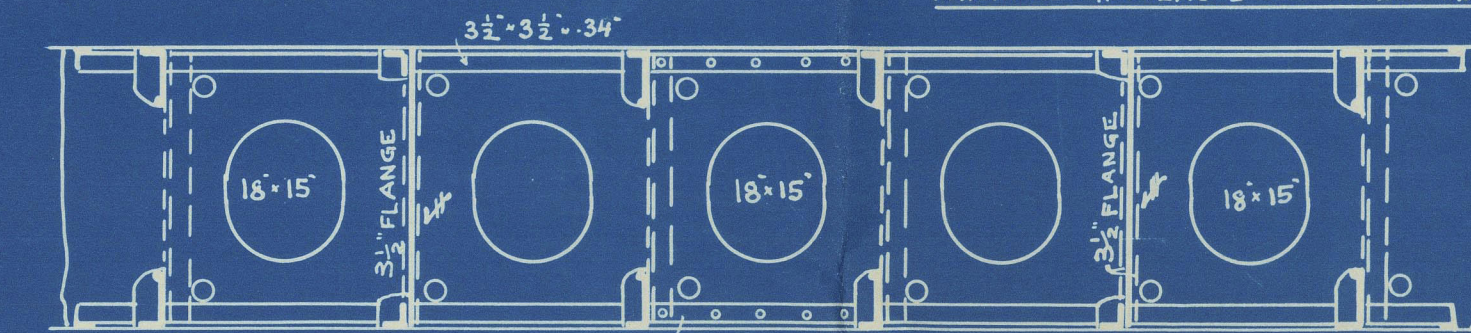


MATCHES ON UPPERDECK (INSIDE BRIDGE)

1 MATCH	30'-0" x 20'-0"	5	WEBS (SPACED 5'-0")
1 "	27'-6" x 20'-0"	5	" " " 4'-7"



NO-FLANGING UNDER ENGINES, THRUST  
AND FORWARD OF  $\frac{3}{8}L$ .  
THICKNESS INCREASED 10% WHERE FLANGED



	POOP	BRIDGE	FORECASTLE
ROW OF PILLARS	ONE	ONE	ONE
BEAMS	6 $\frac{1}{2}$ 3'-48"	8 $\frac{1}{2}$ 3'-42"	8'-3' 40"
" KNEES	19 $\frac{1}{2}$ " 38"	25 $\frac{1}{2}$ " 40"	24' " 40"
$\frac{1}{2}$ BEAMS	"	6'-3' 48"	"
" KNEES	"	18' " 40"	"
STRINGER PLATES	31' " 32"	49 $\frac{1}{2}$ " 42"	50'-3' 40"
" ANGEL	3'-8" 32"	3 $\frac{1}{2}$ 3'-42"	3'-8" 32"
DECKPLATING	30'	37' 32" BUTT MATCHES.	32'
SWELL	35'	54'	38'

STEM 8" x 24" TAPERED FROM LOAD W/IR LINE TO TOP 8" x 12"  
STERNPOST 8" x 6" RUDDERPOST 8" x 6"  
FRAMESPACING IN TANKS 24" BETWEEN COLL BULKH'D AND 36" FORW 27" ELSEWHERE 30"  
FRAMES IN PEAKS 63" x 34" F. COLL BULKH'D AND 76" F. FORW 94" x 34" x 53" F.  
FRAMES BELOW TUNNELRECESS 64" x 34" x 40" F. FRAMES ABOVE TUNNELRECESS 8" x 34" x 44" F.  
FRAMES ELSEWHERE 94" x 34" x 66" F. BUT IN DEEP TANKS 10" x 34" x 66" F.  
FRAMES IN FLOORS 64" x 34" F. OR ALTERNATE FR. TO FORECASTLE DECK INTERM FR 44" x 34" x 32" BOTH MAIN X INTERM FR SCARPHED OR BRACKETED TO MAIN FR.  
- BRIDGE: 54" x 30" F. - BRIDGEDECK: SCARPHED TO MAINFR 4 FRAMES, FORW KAT ENDS OF BRIDGE ON EVERY FRAME.  
- POOP: - POOPDECK: INTERM FR. 4" x 34" x 32" NO SCARPHING.  
TUNNELPLATES: SEE PROFILE. FLOORPLATES IN PEAKS x 34" WATERIGHT BULKHEADS SEE PROFILE.

ANGLES IN DOUBLE BOTTOM.				
	2 L			
	AMIDSHIP.	AT ENDS	IN MOTORROOM	REMARKS.
CENTRE KEEL TOP	5' - 5" - 4"	5' - 5" - 4 1/2"	DOUBLE 3'3" - 4 1/2"	SINGLE ELSEWHERE.
--- BOTTOM	5' - 5" - 50"	5' - 5" - 48"	5' - 5" - 50"	--- 36" 35" - 48" --- 3 1/2"
--- VERTIC	3 1/2" - 3 1/2" - 3 1/2"	3 1/2" - 3 1/2" - 3 1/2"	3 1/2" - 3 1/2" - 3 1/2"	SINGLE, DOUBLE IN MOTORSPACE AND UNDER THRUST.
INTERCOSTAL TANKS	3 1/2" - 3 1/2" - 3 1/2"	3 1/2" - 3 1/2" - 3 1/2"	3 1/2" - 3 1/2" - 3 1/2"	SINGLE, BUT DOUBLE DIRECT BELOW MOTORFOUNDATIONS AND THRUST.
--- SHELL	3 1/2" - 3 1/2" - 3 1/2"	3 1/2" - 3 1/2" - 3 1/2"	3 1/2" - 3 1/2" - 3 1/2"	--- THROUGHOUT
--- VERTIC	2 1/2" - 2 1/2" - 32"	2 1/2" - 2 1/2" - 32"	5' - 3" - 36"	--- BUT DOUBLE DIRECT BELOW MOTORFOUNDATIONS.
MARGIN TO SHELL	3 1/2" - 3 1/2" - 4 1/2"	3 1/2" - 3 1/2" - 4 1/2"	3 1/2" - 3 1/2" - 4 1/2"	--- THROUGHOUT
--- LUGS OTS	3 1/2" - 3 1/2" - 3 1/2"	3 1/2" - 3 1/2" - 3 1/2"	3 1/2" - 3 1/2" - 3 1/2"	---
--- INS.	3 1/2" - 3 1/2" - 3 1/2"	3 1/2" - 3 1/2" - 3 1/2"	3 1/2" - 3 1/2" - 3 1/2"	---
BOTTOM FRAMES	3 1/2" - 3 1/2" - 3 1/2"	3 1/2" - 3 1/2" - 3 1/2"	3 1/2" - 3 1/2" - 3 1/2"	--- BUT DOUBLE POIN OF 2 L.
REVERSE	3 1/2" - 3 1/2" - 3 1/2"	3 1/2" - 3 1/2" - 3 1/2"	3 1/2" - 3 1/2" - 3 1/2"	--- IN MOTORROOM.
BOTTOM FR. OPEN FL	8' - 3 1/2" - 48" FL	FORM OF 2 L.	SOLID FLOORS	--- THROUGHOUT
REVERSE	7 1/2" - 3 1/2" - 48" FL	SOLID FLOORS	---	---
GUSSET ANGLES. 3 1/2" - 3 1/2" WITH 7/8" RIV ON EVERY SEC FR. FORM OF 2 L. FROM STEM, ON EVERY SEC FR. WITH 6 7/8" RIV ABAFT 2 L.				
IN JELLY DE BRANTING FRAMES. GUSSETS ON EVERY FRAME. 7 1/2" RIV				

AT HATCHENDS STIFFENERS  
ARE DOUBLED AND FITTED  
WITH BRACKETS  $2\frac{1}{2}$  TIMES  
DEPTH OF STIFFENER

UPPERDECK, OUTSIDE BRIDGE.			
	B = 49' 2"	$\frac{1}{2}$ B.	$\frac{1}{2}$ B.
ROW OF PILLARS	ONE	ONE	ONE
BEAMS	SEE	DECK PLAN	
— KNEES	29' - 20" = 50		
$\frac{1}{2}$ BEAMS	7 $\frac{1}{2}$ - 3 $\frac{1}{2}$ = 40		
— KNEES	29' - 50'		
STRINGER PLATES	49' - 36" $\frac{1}{2}$ L TO 36' - 38" AT ENDS		
— ANGLES	6' - 6" - 34" - $\frac{1}{2}$ L - 32' - 34" - 38" -		
DECKPLATING	OUTSIDE - MATCHLINE	$\frac{1}{2}$ B.	FOR $\frac{1}{2}$ L TO
— INSIDE	—	38"	31" AT ENDS.
UPPERDECK PLATING TO EXTEND WITHIN THE ENDS OF THE BRIDGE FOR A DISTANCE OF $\frac{1}{2}$ B. STRINGER PLATE, AND DECKPLATING TO BE INCREASED AT THE BREAK. SEE "PROFILE			

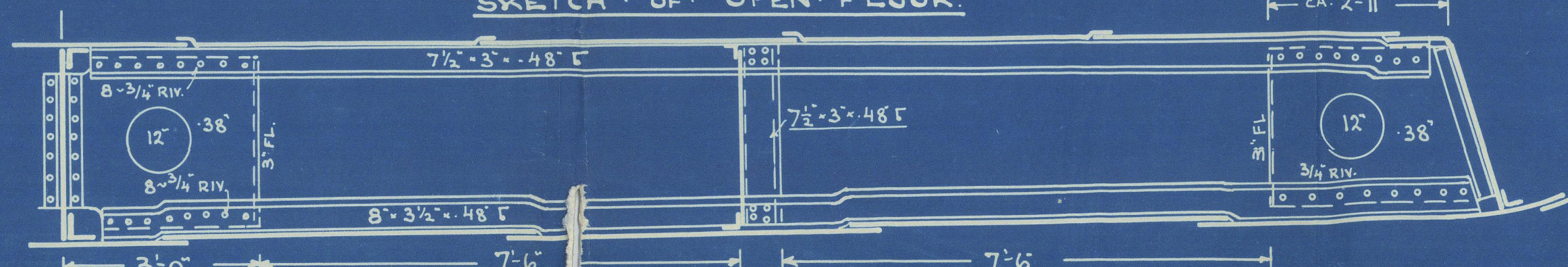
LIPPERD <sup>1</sup>		INSIDE BRIDGE	
B = 49" 2			T 9"
ROW OF PILLARS	ONE		
BEAMS	10' 31" 38" F		BEAMS INCREASED
- KNEES	30" 46"		FOR GREATER FRAME
1/2 BEAMS	74" 31" 38" F		SPACING AND DECREASED
- KNEES	22 1/2" 38"		FOR DELICATE LIGHT
HATCHWAY BEAMS	SEE PROFILE		7-6" INSTEAD OF
- - KN			<u>STANDARD</u>
STRINGERS	49" 34"		
- - - ANGLE	3" 3" 34"		
DECK PLATING	3/4" INSIDE HOUNDS 30"		
ANGI TO SHELL	3/4" 3 1/2" 36"		

PLATES IN DOUBLE BOTTOM.					
	1/2 L.		IN		REMARKS.
	AMIDSHIP.	ATENDS.	MOTORROOM.		
CENTRE KEEL	37" . 46"	38"	46"		SOLID FLOORS ON
INTERCOSTALS	4" 34"	4" 34"	4" 34"		EVERY THIRD FRAME
MARGIN PLATE	MINIMUM 27 1/2" . 44"	44"	44"		IN HOLDS BUT ON
TANK TOP CENTRE STR.	4 1/2" . 42"	36"	44"		EVERY FRAME BELOW
REM. STR.	39"	37"	44"		MOTORROOM & THRUST
FLOORS	38"	38"	38"		& FORM OF 1/2 L.
MARGIN BRACKETS	43"	43"	43"		
OPEN FLOORS	38"	38"	38"		

KEELPLATE  
46" x .64" FOR 3/8L  
TO .58" AT ENDS

PROPELLERBOSS PLATES 56

SKETCH OF OPEN FLOOR

[illegible]

AKTUELLE LOKALITÄT  
BURMEISTER & WAINE  
BASKIN - & BASKINBOGRI.  
BYENING NR. 353.  
TENNING NR. B. 141.  
TIGMET AF  
KALKERBT AF  
EPPERBT AF  
DITO 10-12-27  
SKALA 1/2" = 1'-0"  
MIDSHIP SECTION



BURMEISTER  
& WAIN  
COPENHAGEN.

S/K

Newb. No. 355.

M/S. "BRETAGNE"

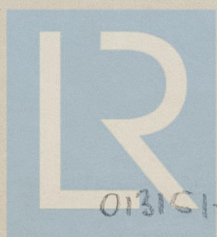
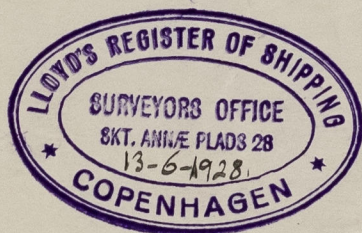
M "RIO IGUAZU" \*

| Midship section  
(as built)

Copenhagen Report No 7727

(Sister vessel: Burn. & Wain  
No 353, M/S. "IRELAND"

Gen. Rep. 7605.



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Lloyd's Register  
Foundation

013101-013102-0290