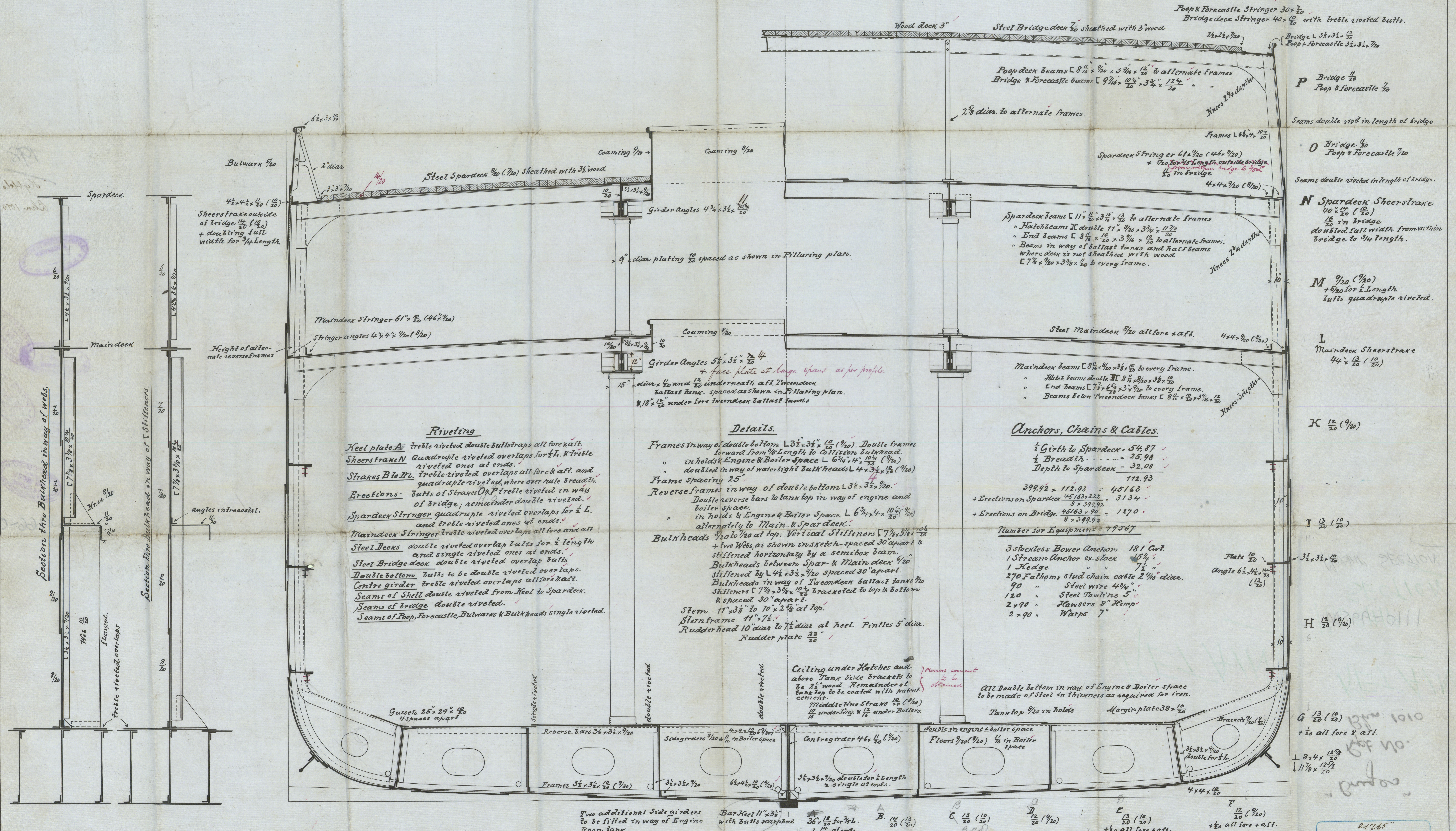


# S.S. 198. Midship Section.

Length between Piers ... 399' 11"  
 Breadth moulded ... 51' 11 1/2"  
 Depth moulded to Spardeck 31' 0"  
 " to Maindeck 23' 0 1/2"  
 Class: Lloyd's 100 A1 Steel. Spardeck auto-deep-framing.

1/2 Girth 46.91  
 1/2 Breadth 25.98  
 Depth 24.12  
 97.01 = Number for frames.  
 97.01 x 399.92 = 38796 = Number for plating.  
 L:D = 16.53  
 L:B = 7.7  
 Scale 1/2" = 1 Foot.

28.12.03  
 13.1.04  
 16.2.04  
 1.3.04



**Riveting**  
 Keel plate A treble riveted double buttstraps all fore half.  
 Sheerstrake N quadruple riveted overlaps for 1/2 L. & treble riveted ones at ends.  
 Strakes B to M treble riveted overlaps all fore & aft. and quadruple riveted, where over rule breadth.  
 Erections butts of Strakes O & P treble riveted in way of bridge, remainder double riveted.  
 Spardeck Stringer quadruple riveted overlaps for 1/2 L. and treble riveted ones at ends.  
 Maindeck Stringer treble riveted overlaps all fore and aft.  
 Steel Decks double riveted overlap butts for 1/2 length and single riveted ones at ends.  
 Steel Bridge deck double riveted overlap butts.  
 Double bottom butts to be double riveted overlaps.  
 Centre girder treble riveted from keel to Spardeck.  
 Seams of Shell double riveted from keel to Spardeck.  
 Seams of bridge double riveted.  
 Seams of Poop, Forecastle, Bulwarks & Bulkheads single riveted.

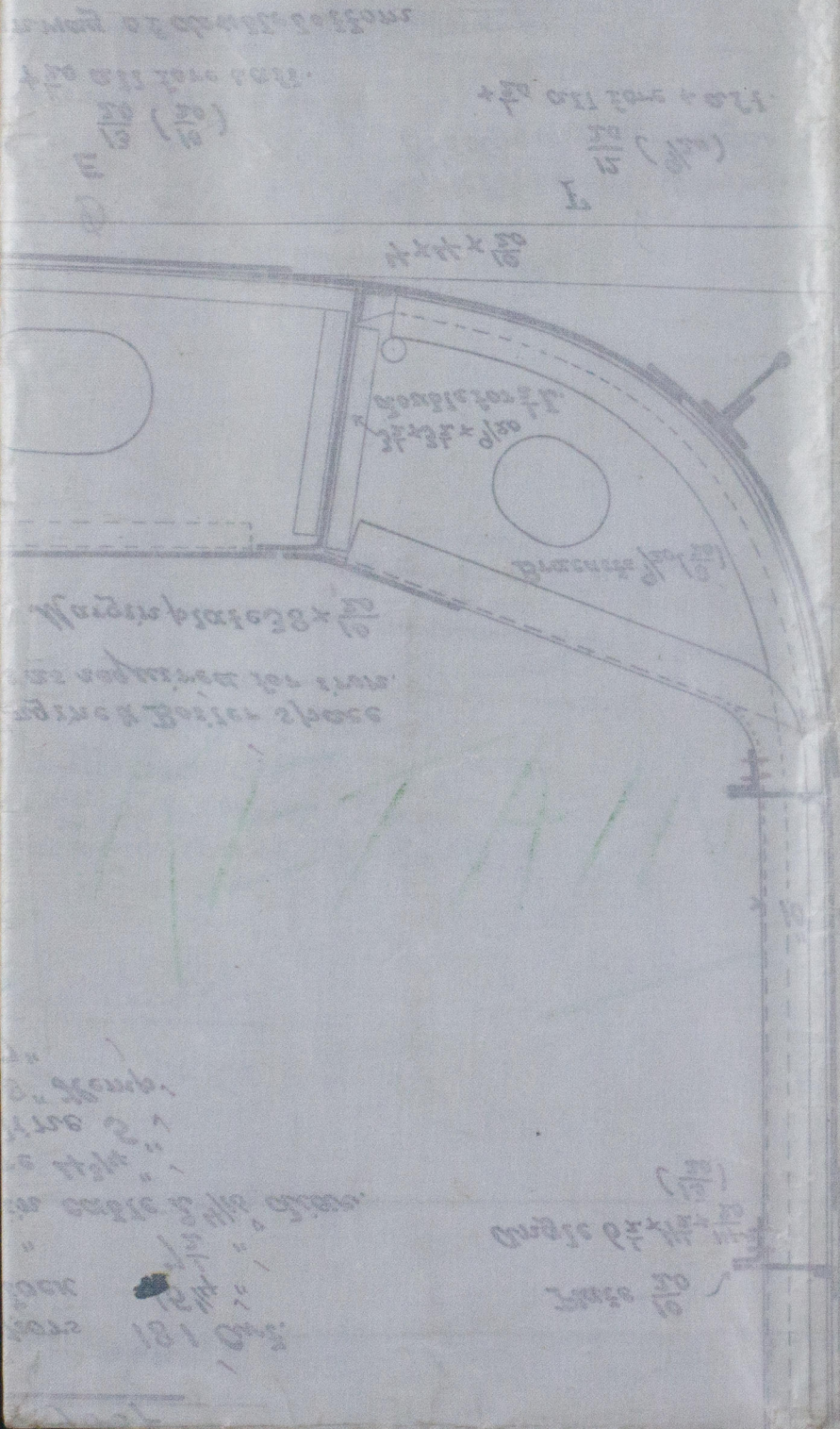
**Details**  
 Frames in way of double bottom L 3 1/2 x 3 1/2 x 10 (9/20). Double frames forward from 1/2 L length to Collision bulkhead.  
 " in holds & Engine & Boiler space L 6 3/4 x 4 1/2 x 10 1/2 (9/20).  
 " doubled in way of watertight bulkheads L 4 x 3 1/2 x 10 (9/20).  
 Frame spacing 25".  
 Reverse frames in way of double bottom L 3 1/2 x 3 1/2 x 9/20.  
 Double reverse bars to turn top in way of engine and boiler space.  
 " in holds & Engine & Boiler space L 6 3/4 x 4 x 10 1/2 (9/20) alternately to Main & Spardeck.  
 Bulkheads 9/20 to 1/20 at top. Vertical Stiffeners L 7 1/2 x 3 1/2 x 10 1/2 (9/20) + two W's as shown in sketch spaced 30" apart & stiffened horizontally by a semi-bow beam.  
 Bulkheads between Spar- & Maindeck 9/20 stiffened by L 4 1/2 x 3 1/2 x 9/20 spaced 30" apart.  
 Bulkheads in way of Tweendeck ballast tanks 9/20 Stiffeners L 7 1/2 x 3 1/2 x 10 1/2 (9/20) bracketed to top & bottom & spaced 30" apart.  
 Stern 11" x 3 1/2" to 10" x 2 1/2" at top.  
 Stern frame 11" x 7 1/2".  
 Rudder head 10" clear to 1/2" diam at heel. Pintles 5" diam.  
 Rudder plate 22" x 20".

**Anchors, Chains & Cables.**  
 1/2 Girth to Spardeck = 54.87  
 1/2 Breadth " = 25.98  
 Depth to Spardeck = 32.08  
 112.93  
 399.92 x 112.93 = 45163  
 + Erections on Spardeck 45163 x 222 = 3134  
 8 x 399.92  
 + Erections on Bridge 45163 x 92 = 1270  
 8 x 399.92  
 Number for Equipment = 49567  
 3 stockless Bower Anchors 181 AwT.  
 1 Stream Anchor ex stock 5 1/2"  
 1 Hedge " " 7"  
 270 Fathoms stud chain cable 2 1/2" diam.  
 90 " Steel wire 4 1/4"  
 120 " Steel Twine 5"  
 2 x 90 " Hawseers 8" Kemp  
 2 x 90 " Warps 7"  
 Plate 10/20  
 Angle 6 1/2 x 1 1/2 (13/20)  
 3 1/2 x 3 1/2 x 10  
 13/20 (10/20)  
 + 1/20 all fore & aft.  
 3 x 4 x 12 1/2  
 11 7/8 x 20  
 1178 x 20  
 4 x 4 x 10  
 13/20 (9/20)  
 + 1/20 all fore & aft.

Two additional side girders to be fitted in way of Engine Room tank.  
 Bar Keel 11" x 3 1/2" with butts scapped 36" x 18" for 7/8 L. to 1/20 at ends.  
 B. 14/20 (13/20)  
 C. 13/20 (10/20)  
 D. 12/20 (9/20)  
 E. 13/20 (10/20)  
 + 1/20 all fore & aft.  
 F. 12/20 (9/20)  
 + 1/20 all fore & aft.  
 Strakes C-D+E reduced 1/20 in thickness in way of double bottom.  
 Bottom forward strengthened 40 per mile.  
 21765  
 JOB. C. TECKLEBORG A.-G.  
 SCHIFFSWERK und MASCHINENFABRIK.  
 BREMENHAFEN-GESELLSCHAFT.  
 24/11.03.  
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28/10/03  
746



110-011  
30.11.03  
ВРЕМЕННОЕ СЕРТИФИКАТ  
ИСПЫТАНИЯ НА ПЛОТНОСТЬ  
2-А СПОСОБ А-2  
5/1/02

"Bruges"  
Rpt No.  
Blm 1010

METAL  
H. 110-011  
SECTION  
MIDSHIP SECTION

198

Kybfelo  
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