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LLOYD'S LIST & SHIPPING GAZETTE 12. 12. 32.

Stresses in Big Ships.

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Re the recent accident to the "CONTE DI SAVOIA" the correspondent, a master mariner, states that in his opinion "any outlet connected to the ship's side by pipes must eventually get broken, fractured, split or sprung in ships of large tonnage".

Experience does not substantiate this opinion. While information is not available regarding the precise nature of the defect which occurred in the "CONTE DI SAVOIA", it may be noted that in a high powered steamship the largest pipes connected to the ship's side are the main circulating water inlets and outlets.

The Society's records do not show that these pipes or any other pipes connected to the ship's side are specially liable to failure, in fact such failures are comparatively rare.

Regarding the strains and stresses set up by the stabilising devices it may be pointed out that the maximum moment which they were capable of exerting was about 170 foot tons, say a load of 170 tons acting at a leverage of 1 foot. This is neither enormous nor unknown as stated by the correspondent.

In any case the distribution of this righting moment of 170 foot tons, so as to prevent localisation of stresses, was arranged for in a perfectly satisfactory manner.

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