

Steel Screw Motorship "FALSTERBO", Messrs. Eriksbergs' No.214.

Rule Dimensions:- 350 x 50.5 x 28 feet

Plans of this vessel were approved at the Gothenburg Office in March 1924, and were subsequently examined in this Office. These plans shewed six watertight bulkheads proposed to be fitted, in accordance with the Rule requirements for a ship of this length.

The vessel has now been completed, and plans of the ship as built, together with ^{the} First Entry Reports, have been received from the Gothenburg Surveyors, from which it is seen that the intermediate bulkhead in the after holds has been dispensed with, although the case was not submitted to the Committee for consideration.

Henric A. Bueholm don
A letter from the Owners is attached to the First Entry Report, stating that the reason they desire the omission of the bulkhead is because the vessel is to be engaged in the timber trade.

The only other intimation regarding the omission of this bulkhead is contained at the foot of the general declaration on the First Entry Report, which states that the watertight bulkhead in the after hold has been dispensed with and as compensation all the frames in the after hold have been increased .06" in thickness. This increase is not, however, indicated on the first page of the First Entry Report giving the scantlings of the side framing, nor is it shewn on the plans of the vessel as built.

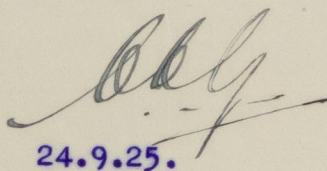
It is submitted that as the vessel is completed the compensation afforded as stated by the Surveyors might be accepted in this instance, but that it be pointed out to the Surveyors that the increase in the framing in question is not equivalent to the practice of the Committee; for instance, a compensation of .10" in thickness was afforded in the similar case of the same Builders' Yard No. 221.

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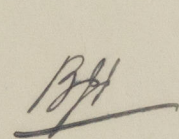
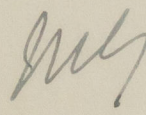
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It is further submitted that a notation be made in the Register Book in regard to the omission of the bulkhead as follows:-

"Intermediate bulkhead in after holds
dispensed with; 5 B.H."


24.9.25.

In the first instance however, Mr Bulow should be asked to state definitely the scantlings of the frames as fitted, as whether the plans of the vessel as built nor the scantlings given on page 1 of the first entry report agree with the statement on the 3rd page of the report

 
24.9.25

Mr. Mr. Bulow 24/9/25



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