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Steel Twin Screw Steamer No.764 proposed to be built by the Stabilimento Tecnico Triestino for the Lloyd Sabauda with a view to class 100A1 With freeboard.

Dimensions:- 625 x 78 x 39.5 to E dk (C.S.S. Upper dk)  
67 to B dk. (top strength dk amidships)

Scantling Nos:- 24688 and 73438

Proportions:- Length - 9.3 depths to B deck.

This is a similar ship to Messrs. W. Beardmore & Co's No.640 built in 1925 for the same Owners, *the T.S.S. Conte Biancamano*

The breadth in the present ship is proposed to be increased two feet above that of the previous ship above mentioned. The moulded draught is now proposed to be 26', the same as that ultimately approved for the previous ship.

Plans of midship section, profile and decks are submitted by the Trieste Surveyors, a preliminary proposal having been considered on the 8th March last, when the Surveyors were informed as to the principal alterations which would be necessary on account of the increased breadth proposed.

It is submitted the Surveyors be informed that the plans have been examined and compared with the rules of the Rules and with the plans approved for the similar vessel mentioned above, and that the arrangements have been amended where required with the requirements of the Rules and the Committee for the class 100A1 with a freeboard to a moulded draught of 26'.

It is noted, however, Builders' letter, that the parts to be strengthened the structure of the deck A and B decks (above



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of weakness which have been observed in the case of the previous ship "CONTE BIANCAMANO".

The reports on this ship have been examined and they do not disclose any defects, nor do the Surveyors give any information in their letter on the point.

In the case of the "CONTE BIANCAMANO" the double bottom was 4" deeper than required by the Rules, but the centre girder and margin were correspondingly reduced in thickness. A continuous side girder (instead of an intercostal girder) was fitted each side of the double bottom but the centre strake of inner bottom plating was reduced 8" in width, the double bottom being fully equal to the Rule requirements.

In the present ship it is further proposed to fit solid floors to alternate frames (as permitted by the Rules) except in the machinery space and forward of the half length, whereas in the "CONTE BIANCAMANO" solid floors were fitted to every frame. The "3" strake of side plating, which is stated to have cracked at the corners of the sidelights, is 11 m.m. in thickness in both ships.

Although the scantlings and arrangements as submitted would comply with the Rule requirements and the practice of the Committee, yet, in view of the statement contained in the Builders' letter, it is submitted that before the plans of this ship can be finally approved it will be necessary for Mr. Turnbull to report fully on the defects which have been stated to have been found in the "CONTE BIANCAMANO".

The points raised in the Builders' letter with regard to the double bottom, outside plating, framing, decks and equipment have been noted.

In regard to the special quality steel proposed to be fitted on Q strake, this material should be specially dealt with as in the case of Messrs. Cosulich's 160 & 161.

It is further submitted the plans be returned to the Surveyors for the information and guidance of the Builders.

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They should be returned to this Office after noting, together  
with Mr. Turnbull's report on the "CONTE BIANCAMANO".

Steel Note.

13.4.26.

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