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Steel Screw Motorships Nos. 26 & 28 building by Messrs. Nakskovs with a view to class 100A1 "With Freeboard".

The Surveyors ----- and forward a  
 Rule dimensions : 380 x 53.25 x 36  
 Scantling numbers : 13680 & 33915  
 Proportions : Length = 10.5 depths to upper deck.  
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Plans of these ships were approved on the 27th August 1924 as complete superstructure vessels having tonnage openings.

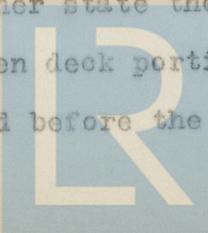
A letter has now been received from the Copenhagen Surveyors enclosing a revised plan of midship section in which it is stated that it is proposed to close the tonnage opening so that a draught of 26 ft. may be assigned.

The plan has accordingly been re-examined on the basis of a <sup>summer</sup> moulded draught of 26 ft. which is intermediate between the moulded draughts of 27'11" and 24'11" which are those for a full scantling and a complete superstructure ship respectively.

The necessary additions to the scantlings which would be required on account of the increased draught have been indicated on the plan, it having been borne in mind that the ships are partly constructed as described by the Surveyors.

The Rules will now require that all the bulkheads should extend to the upper deck. If, however, the Owners should prefer the present arrangement of bulkheads to be retained, i.e. the collision bulkhead only extending to the upper deck, the remainder extending to the second deck, they should forward a letter stating that they desire this arrangement of bulkheads and giving the justification for the same in accordance with the requirements of the revised Rules, and they should further state the compensation proposed for the omission of the tween deck portions of the bulkheads when the case will be placed before the General Committee for their consideration.

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