

0451
Steel Screw Steamers "MADOERA", "MANOERAN" and "MAPIA".

Plans were approved in 1919 and the vessels completed in 1922 and 1923.

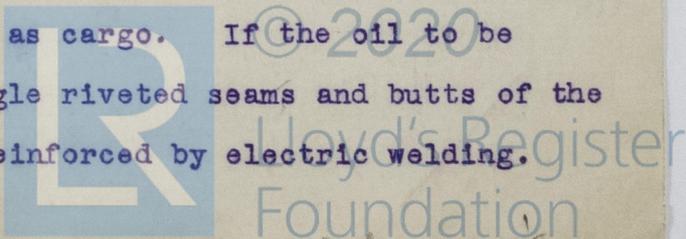
Plan of strengthening of watertight centre line bulkhead in fore and after deep tanks submitted, in duplicate, by the Rotterdam Surveyors, who state that the Owners are proposing certain modifications to these vessels, which, if carried out, will necessitate the centre line bulkheads in the deep tanks being retested. They further propose to fit additional strengthening to these bulkheads to bring them up to the standard of the end bulkheads, so as to enable the tanks to be approved for the carriage of oil as cargo.

It is submitted the Surveyors be informed that the scantlings and arrangements as shewn and amended on the plan could be approved, provided they be carried out to their satisfaction.

It is assumed that when oil is carried, the deep tanks will always be full, in which case horizontal girders need not be fitted on the ship's sides or on the end bulkheads. The latter bulkheads should, however, be additionally stiffened by fitting a web frame 30 inches deep with a 5" x 3" x .40 face bar, in line with the existing quarter girders.

If it is intended to use the deep tanks for the carriage of vegetable oil at the same time as oil is carried in the double bottom below, the single riveted seams of the tank top plating should be reinforced by electric welding. If, however, it is intended to carry fuel oil in the deep tanks no reinforcement need be fitted to the seams of the tank top plating, but the single riveted seams, butts and boundary angles of the decks will require to be reinforced by electric welding.

It is noted that it is intended to use the fore peak tank for the carriage of oil as cargo. If the oil to be carried is fuel oil, the single riveted seams and butts of the bulkhead plating should be reinforced by electric welding.



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In the case of both the deep tanks and the ^{fore} peak tanks, the requirements of Section 20 of the Rules in respect of lining and gutters should be complied with.

Further, a cofferdam should be formed between the fore peak tank and No. 1 double bottom tank if it is still intended to use the latter for the carriage of boiler feed water, and details of the proposed amendments to the pumping arrangements should be submitted.

18. 5. 32.

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*Tr. 10/5/32
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1 plan
1 retained.*

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