

Steel Screw Motorship No.29 proposed to be built by the
Norsk Skibsværft with a view to class 100A1 "with freeboard"

Main Dimensions:- 390' x 53 $\frac{1}{2}$ ' x 36' to upper deck

Scantling Nos: 14040 and 34800

Proportions: Length = 10.8 depths to upper deck.

Plans of midship section profile and decks, etc.
were approved for this vessel on the 15th instant when she
was proposed to be built with a view to class 100A1 with a
freeboard corresponding to a draught not exceeding that
contemplated by the Rules for a complete superstructure
ship having a tonnage opening.

An amended plan of midship section in duplicate
has now been submitted by the Copenhagen Surveyors.

It is now proposed to close the tonnage ^{opening} and to
reduce the freeboard to correspond to a summer moulded
draught of 26'- 3 $\frac{1}{2}$ ", which is midway between that for a
full scantling and a complete superstructure ship of the
same dimensions.

It is submitted that provided

COMPLIANCE

the vessel will be worthy to be classed 100A1 with a
freeboard corresponding to a summer moulded draught of
26'- 3 $\frac{1}{2}$ ".

The scantlings of the upper deck beams abaft the
mainmast length forward will now require to be increased on
account of the reduced freeboard to be a mean between those
required by the Rules for a full scantling and for a complete
superstructure ship, and this also applies to the pillars and
bulkheads and to the hatch webs at this part.

The scantlings of these will be dealt with when
the amended profile and deck plans are received.

It should be pointed out to the Builders that the
vessel will now require the bulkheads to be extended to the

*See later submission
for 26'-6" draught.*

upper deck.

The Builders should also point out to the Owners that the scantlings and arrangements have been determined in accordance with the desired draught and that if at any time in the future an increased draught be desired it will be necessary correspondingly to increase the scantlings.

bbg
28.4.25. *GR*



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