

line

S. S. "ZAANSTROOM" No. 31079 in Register Book.

This vessel was sunk at Zeebrugge during the War and has now been refloated.

It is intended to repair her at Rotterdam. The engines and boilers will, it is stated, be removed for repairs.

The Owners of the Vessel, the Societe Navale Charboniere, Port Antwerp, the Surveyor reports, have all their other vessels classed with this Society, and they desire to have this vessel also classed.

Plans of midship section and profile forwarded by Mr. Leeuwenburg.

The equipment supplied to the vessel is not stated on the plans.

The "ZAANSTROOM" was built in 1913 by the Rotterdam Drydock Co., and held the highest class in the Bureau Veritas Society.

Rule dimensions:- 242x37 x 18.5 to upper deck.

25.75 to long bridge.

Scantling Nos:- 55.5 & 13431.

Proportions:- L = 13.1 depths to upper deck.

9.4 " " bridge deck.

The Scantlings and arrangements have been examined and compared with the requirements of the Rules, and it is found that there are deficiencies, ^{principally} in the main framing, ⁱⁿ machinery space and the forward holds, shell plating, ~~and~~ double bottom, ~~the~~ upper deck stringer and angle, deck plating, bridge deck stringer and stringer angles.

There is no indication of a doubling to the upper deck sheer strake at the end of the bridge.

The riveting of the butts of the shell side plating, including the strake below the bridge sheer strake, and also the butts of the bridge deck stringer and upper deck stringer in way of bridge is double instead

of treble.

The coamings of No. 1 hatchway are about 6" deficient in height and the thickness of the ^{weather deck} coamings of the hatchways throughout are .39 instead of .44. No horizontal bulb angle is fitted to the hatch coamings ^{at No. 1 hatchway}

The beams generally are such as could be accepted, excepting those of the hatch ends throughout which are considerably below the Rule size.

The stem bar is somewhat less than tabular size.

The Surveyor states that in the event of many amendments having to be made the Owners, to save expense, would continue the present class of the vessel. *with the B.V.*

The additions necessary to entitle the vessel to be classed with this Society are considerable, and wide-spread, involving the fitting of a doubling to the top sides, a sheerstrake doubling at the end of the Bridge, & reinforcing the frames in the machinery space and the forward holds, ^{In view of this} and of the deficiency in the butt connections of the side shell etc., the Scantlings of the hatch coamings etc., the Surveyor should be informed by wire that it is regretted that the vessel could not be recommended to the Committee for the class 100A- unless, in view of the wide-spread deficiencies from the Rules, extensive alterations were made, involving the fitting of a doubling to the top sides, a doubling to the sheerstrake at the end of the bridge, strengthening the framing in the machinery space and the forward holds, reinforcing the hatch coamings and several other alterations.

no 30/44 1075 pro
used 14th (Tel & Str.)
2 plans
Mr. Douling.

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Foundation

R.M.M

14. 5. 20.

[Signature]

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