

Motor Ship "HALLFRIED", No. 72571 in the Register Book.

Overall Dimensions : 375 x 51.25 x 34.12 to upper dk.
25.62 to second deck.

Scantling Numbers : 12797 and 32016

Proportions : Length - 11 depths to upper dk.

This motorship was built by Messrs. Rijkee & Co. at Rotterdam in 1922, and is classed with the Norske Meritas.

A letter has been received from the Kobe Office stating that she has been purchased by the Taiyo Kaiun Bushiki Kaisha of Kobe, and it is now proposed to class her with this Society.

Plans of midship section, profile and decks showing the principal scantlings have been submitted.

It is submitted the Kobe Office be informed with regard to the third paragraph of their letter, that the Rotterdam Office has been communicated with respecting the two sets of scantlings indicated on the plans, and the Builders have informed the Surveyors that the heavier scantlings shewn on the plans are those which have been adopted. The Surveyors state that in general the scantlings

are as given in fractions of an inch and not in decimals. *During the survey the scantlings should, of course, be verified at the ship.*

The Kobe Office should also be informed that the particulars regarding the freeboards as given in the Norske Meritas Register Book are not definite, but it appears that freeboard intermediate between that for a full scantling and complete superstructure ship has been assigned.

The scantlings and arrangements as indicated on the plans have been examined and it is found that :-

Side framing. The frames are ~~not~~ less in thickness than required by the Rules for a complete superstructure ship. If account be taken of the fact that the side plating as stated is .11" thicker than required by the Rules, the frames are equivalent in strength to those required for the above type ship. The main frames extend to the upper deck, so that

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the framing in the tween decks is in excess of the Rule requirements. Account has been taken of the fact that the frame spacing is 5" closer than required by the Rules amidships.

The Surveyors should satisfy themselves during the survey with regard to the panting arrangements and the strengthening of the bottom forward.

(2) Double Bottom. The centre girder is 5" greater in depth than required by the Rules for a complete superstructure ship, but is .04" less in thickness. The floors and side girders are equivalent to the Rule requirements, allowance being made for the reduced frame spacing. The margin plate is .06" less in thickness than required by the Rules, but is 5" deeper. The inner bottom plating is .025" deficient in thickness, but is ~~sealed~~ ^{ceiled} all over. The intermediate bulb angle frames and reversed frames are somewhat less than required by the Rules, but this is compensated for by the fact that solid floors are fitted to every second frame, whereas the Rules would permit them to be fitted to every third frame.

In view of the above the double bottom might be considered to be equivalent to the Rule requirements for a complete superstructure ship.

The Rules would now require the seams of the inner bottom plating to be double riveted in way of the compartments where oil fuel is carried, but as was customary when the ship was built the seams are single riveted and the double bottom ~~sealed~~ ^{ceiled} all over, this ceiling being laid on grounds. In view of this it is submitted that provided the Surveyors satisfy themselves during the testing of the efficiency of the double bottom for carrying oil fuel the same could be approved. The

Surveyors should examine particularly the margin plates, ^{connections}

(3) The beams are in excess of the Rule requirements for a full scantling ship.

The plans indicate that the rider plates to the

hatch side coamings on the second deck are fitted only ^{for} two-thirds of the mid-length of the coamings, and these plates should be extended over the whole length of the hatchway by rider plates of the following scantlings:-

14 x .70 at Nos.1 and 5; 14 x 1.0" at Nos. 2 and 4 and 14 x .90 at No.3 hatchway. These should be efficiently connected to the existing rider plates ^{the hatch end beams.}

(4) The shell plating is considerably in excess of the Rule requirements for a full scantling ship.

(5) The topside materials are equivalent to the Tables for a flush deck ^{F.S.} ship.

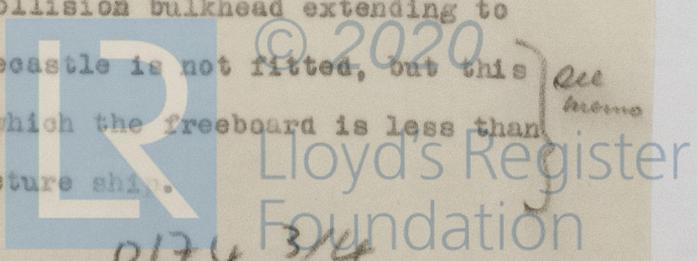
There is no indication on the plans of any concentration of weight amidships.

The upper deck is sheathed all over with 3" pitch pine, and intercostal girders are fitted in line with and in continuation of the hatchway side coamings ⁺ to the sides of the machinery openings.

The Surveyors should pay particular attention to the motor seatings.

With regard to the freeboard it should be noted ^{as} that this vessel is to be registered in Japan, the freeboards will require to be assigned in accordance with the Japanese Law, and receive the approval of the Japanese Authorities before being issued to the Owners. It will therefore be necessary for the case to be dealt with by Mr. Cox. ✓

In this connexion it may be pointed out that as stated above the ~~framing~~, side framing and double bottom are only equivalent to the Rule requirements for a complete superstructure ship. Six watertight bulkheads are fitted as required by the Rules, the collision bulkhead extending to the weather deck. A forecastle is not fitted, but this is only required in ships in which the freeboard is less than that for a complete superstructure ship. } All memo



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The machinery openings are protected by a large midship deck house.

The Surveyors will have ample opportunity during the survey of satisfying themselves with regard to the quality of the steel of which the vessel is made.

The particulars regarding the equipment as indicated on the midship section are in accordance with the Rule requirements.

It is further submitted that provided the requirements of the Rules for ships not built under survey be complied with, and on a favourable report being received from the Surveyors on completion of the survey, the vessel will be worthy to be favourably recommended to the Committee for the class 100A1 "With freeboard".



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In discussing this case it was decided that regard must be had to the fact that this is an existing ship, and that although the draught will be in excess of Table C and nearly equal to Table A, the bulkheads will not be required to extend to upper deck. Similarly, a forecastle was not insisted as sheer is more than 50% in excess of standard.



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