

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

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

scantling Numbers : 12797 and 32015

roportions : Length - 11 depths to upper dk.

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

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

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

It is submitted the Kobe Office be informed with
gard to the third paragraph of their letter, that the
sterdam Office has been communicated with respecting the
o sets of scantlings indicated on the plans, and the
ilders have informed the Surveyors that the heavier
antlings shewn on the plans are those which have been
opted. The Surveyors state that in general the scantlings
e 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
rticulars regarding the freeboards as given in the Norske
ritas Register Book are not definite, but it appears that
freeboard intermediate between that for a full scantling
complete superstructure ship has been assigned.

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

Side framing. The frames are ~~not~~ less in thickness
n required by the Rules for a complete superstructure ship.
if account be taken of the fact that the side plating as
tted is .11" thicker than required by the Rules, the frames
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} ~~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 ^{F.S.} for a flush deck 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. ^{See memo}

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".



31.7.28.

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.



31.7.28

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01/4 4/4