

Freeboard Dept.

Sociedad Espanola de Construccion Naval Yard No.21 ("JUAN SEBASTIAN DEL CANO") proposed to be built for the Compania Trasatlantica, Barcelona.

Plans of this vessel, a 460 ft. passenger and cargo liner, were dealt with on several occasions between 1920 and 1923, the latest design being approved 19th March 1923, under the provisions of the Old Rules.

The construction of the vessel was suspended, but in June last intimation was received through the Bilbao Surveyors that the construction is being resumed.

A letter has been received from the Builders forwarding for approval :-

- (1) Amended plans (in duplicate) of after framing and tunnel, shaft brackets, bunkers and oil fuel tanks, part inner bottom as modified, superstructure, and pillars and girders.
- (2) Diagram of flooding curves, and a plan showing the bulkhead sub-division and some of the openings in the ship's sides.

(1) With regard to the structural plans above referred to it is submitted that provided the arrangements be carried out as shown and amended on the plans, and to the Surveyors' satisfaction, the same will merit approval.

With reference to the plan of widely spaced pillars and girders the Builders should note that the internal arrangements of the ship have been changed from those indicated on previous plans, and it is not clear which spaces are intended to be employed for cargo and which for passengers only.

The Builders should be informed that the plan has been dealt with on the assumption that the spaces intended for passengers only are as now indicated. It should further be pointed out to them that the scantlings have been approved on the assumption that no cargo is to be carried in the trunked hatchways. If it is intended to carry cargo in these spaces

it will be necessary to increase the scantlings of the pillars and girders and deck beams, also of the hatchways in way thereof.

If the overhang of the half beams abreast No.1 hatchway exceeds 18" the Builders should submit their proposals for the re-inforcement of these beams in way of the hatchway.

In dealing with the plans of the oil fuel bunkers and fresh water tanks it should be noted that the same height of overflow has been taken as previously, namely to the shade deck in the case of the oil fuel bunkers and to the shelter deck in the case of the fresh water tanks.

With regard to the Builders' enquiry respecting the single riveted seams of the tank top as now completed, it is submitted that where oil fuel is carried above and below the plating these could be approved single riveted in this instance. Where oil fuel is carried in the double bottom and coal in the compartment above, the single riveted seams will be in order provided ceiling is fitted in accordance with the requirements of Section 49 of the Rules.

The alteration to the superstructure does not involve any change in the equipment grade.

(2) With regard to the flooding curves plan and the proposed alteration to the bulkhead at frame 119, the Builders might be informed that the proposed ship does not conform to the "Board of Trade Instructions relating to the construction of Passenger Steamships" (Section 24).

It will be noted that should the vessel be pierced in way of the stepped bulkhead both the compartment forward and the compartment abaft this bulkhead will be flooded, and therefore the "same measure of safety" cannot be secured.

To comply with the regulations it will be necessary to fit an additional watertight bulkhead between the



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upper and shelter decks about frame 129 and to extend the watertight flat on the upper deck from the existing bulkhead on frame 111 to the new bulkhead about frame 129.

The Builders should be reminded that in the Secretary's letter of 19.3.23 they were requested to forward amended plans showing details of the general arrangement of the vessel giving figured dimensions/^{of}all compartments when the design was definitely fixed, in order that final flooding calculations might be made if desired by them, as in view of the indefinite character of the proposals made at that time new flooding calculations in accordance with the amended lines plan were not made.

In connection with the question of the subdivision of passenger steamers the Builders should be informed that this Society is not authorised to approve and issue certificates regarding the subdivision of any ships on behalf of the British Board of Trade, nor on behalf of any other Governing Authority.

This particular case formed one of a number which were examined when the Board of Trade regulations came into force, in order to help Builders over the difficulties associated with the subject. The whole position was explained to Mr. Engledow when he visited this Office a few years ago.

If the Builders so desired, a letter could be furnished on completion stating that the Regulations contained in the "Board of Trade Instructions relating to the construction of Passenger Ships" had been complied with.



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