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Lloyd's Register of Shipping.

71, Fenchurch Street, E.C. 3.

ENCLOSURES.

13th October, 1922.

Dear Sirs,

With reference to your letter of the 3rd instant forwarding plans for the T.S.S. "JUAN SEBASTIAN ELCANO" together with a copy of a letter from Messrs. Sociedad Espanola de Construccion Naval, it is noted the builders state they desire the vessel to comply with the Board of Trade Instructions relating to the Construction of Passenger Steamships for vessels of the "mixed" type.

With regard thereto I have to inform you that with the revised figure of 5966 tons for under-deck tonnage, and with the amended mean end sheer of 72" of a gradual character, intimated in the builders' letter, an approximate Summer freeboard of 8'-5" from statutory deck line $1\frac{1}{2}$ " above wood shelter deck at side, corresponding to the moulded draught of 24 feet desired by the builders, could be approved with the bulkheads spaced as shown on the drawings forwarded, provided the vessel be built in accordance with the plans already forwarded, and subject to the particulars and dimensions now applied being verified on completion, to fireproof bulkheads being fitted in the erections above the bulkhead deck as required by the regulations, to all the regulations regarding watertight doors in bulkheads, sidelights, scuppers, discharges and openings in ship's sides and escape hatches from all watertight compartments being complied with, and to no scuppers or other openings being fitted in the vessel's sides to affect the position of the load line disc.

The plan forwarded in triplicate with your letter showing the machinery discharges and inlets etc., does not give all the information desired, and I shall be glad if you will forward a plan showing the positions and giving figured dimensions of the scuppers, discharges, sidelights and openings in ship's sides which are near the waterline, and indicating clearly what spaces are drained by the scuppers and discharges. The sidelights between the second and third decks forward of frame 171 should be in accordance with Section 48 (a) and (b) of the Regulations, and a detailed sketch should be submitted for approval, together with one of the coaling ports through the vessel's sides.

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It is noted that no underwater sidelights are to be fitted, and that the bulkhead on frame 83 is watertight. It is also noted that the inner bottom plating in way of offerdams at bulkheads 83 and 117 is intact, but I shall be glad if you will ask the builders to confirm that this plating is watertight.

At the same time you should inform the builders that it is presumed a fireproof bulkhead is indicated on the drawings in the midship deckhouse on Shelter deck on frame 88. It appears that this deckhouse is more than 131 feet from the fore end of this deckhouse, and that therefore an additional fireproof bulkhead will be required in order to comply with the regulations. As it also would appear from the drawings that the deckhouse on the Promenade deck is over 131 feet in length, a fireproof bulkhead will be required in this deck house, and it is suggested this bulkhead could conveniently be fitted between the 1st Class Saloon and the 1st Class Lounge abreast the funnel casing. Bld

I may add for the information of the builders that as the length of the after recess is more than 6% of the length of the vessel, the permeability of the tunnels and tunnel recess has been taken at 95%, in accordance with page 9, para. 15 of the regulations.

Two copies of the Profile plan showing the machinery discharges are returned herewith; the remaining copy is being retained in this Office.

I am, Dear Sirs,

Yours faithfully,

Assistant to the Secretary.

The Surveyors,

B I L B A O.



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