

SOCIEDAD ESPANOLA DE CONSTRUCCION NAVAL.

BILBAO 29th September, 1922.

Lloyd's Register of Shipping,

BILBAO.

T.S.S. "JUAN SEBASTIAN ELCANO."

With reference to your letter of the 6th July, in which you the "flooding curves", "freeboard", etc, we beg to confirm that the vessel to comply with the Board of Trade's instructions to the construction of the Passenger Steamships for vessels of fixed type"

We intend to fit one fire proof bulkhead in the erections above head deck as indicated on the plan submitted on the 9th September signed by you on the 16th September 1921, and comply with the conditions regarding watertight doors in bulkheads, sidelights, scuppers, and openings in ship's sides, and escape hatches from all compartments. We note that if the above conditions are complied that, on completion the dimensions and particulars supplied in the plan are verified, an approximate summer freeboard of 8'-5" from deck line 1 1/2 inches above wood shelter deck, corresponding draft of 24 ft, will be approved.

The above freeboard is computed from the approximate under-tonnage which we gave you, but as you appear to have some doubts regarding the resulting coefficient of fineness we have a more detailed calculation and now find the under deck tonnage to be 5966 instead of 5800 as we estimated. This will alter the coefficient of fineness. As

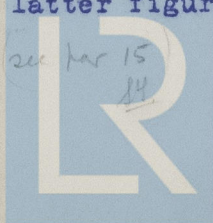
to increase the mean end sheer to 72 inches and to make it of character as required by the regulations, we would be pleased to confirm or revision of the above freeboard.

Bulkhead on frame 83 is watertight, and also the inner bottom way of cofferdams at bulkheads 83 & 117 is intact. We herewith an with figured dimensions showing the position of scuppers, openings in ships side and other discharges overboard. We do to fit any underwater sidelights.

te, that, for the final assignment of the load line you require cing of lines (not folded), and also a verified general showing details of accommodations and figured diamensions, of of all compartments, the latter in triplicate.

ding the flooding calculations, we have made curves from your calculations, and find that the spacing of the bulkeheads the plan we submitted is quite in order. We should be glad d confirm this as we are now increasing the mean and sheer s and making it of a gradual character, it will not now be to lower the margin line at stem and stern. We propose to alter to the following figures: - Forward 100", Aft 44", 1/4 length ships 26" forward; 11.7/16" aft; 3/8 length from modships 55" 3/16" aft.

g to confir^em that only stores will be carried in the tween N°4 holds. We note that 60% has been taken as the permea this space and that 95% was taken for the tunnel and tunnel our calculation we took the latter figure at 60% following tions page 8 par. 14 (II) a.



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We would be pleased to have a reply at your earliest convenience.

Yours faithfully,

Sociedad Española de Construcción Naval.

(Signed) A. de Jausoro.

Delegado del Consejo de Administración.



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