

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 instructions 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-deck 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 5900 as we estimated. This will alter the coefficient of fineness. As

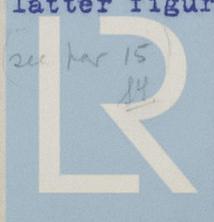
to increase the mean end sheer to 72 inches and to make it of character as required by the regulations, we would be pleased to receive your confirmation or revision of the above freeboard.

Bulkhead on frame 83 is watertight, and also the inner bottom way of cofferdams at bulkheads 83 & 117 is intact. We herewith enclose with figured dimensions showing the position of scuppers, openings in ships side and other discharges overboard. We do not intend to fit any underwater sidelights.

Further, that, for the final assignment of the load line you require showing details of accommodations and figured dimensions, of all compartments, the latter in triplicate.

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

We are glad to confirm that only stores will be carried in the tween deck N°4 holds. We note that 60% has been taken as the permeability of this space and that 95% was taken for the tunnel and tunnel deck. In our calculation we took the latter figure at 60% following the regulations page 8 par. 14 (II) a.



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

Yours faithfully,

Sociedad Española de Construccion Naval.

(Signed) A. de Jausoro.

Delegado del Consejo de Administracion.



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