

COPY.

# Lloyd's Register of Shipping.

71, Fenchurch Street, E.C. 3.

ENCLOSURES.

30th June, 1922.

Dear Sirs,

With reference to your letter of the 14th instant, forwarding general arrangement and lines plans, flooding curves and calculations in respect of the T.S.S. "JUAN SEBASTIAN ELCANO", Messrs. The Sociedad Espanola de Construcción Naval's vessel No. 21, it is concluded that the Owners and Builders desire this vessel to comply with the Board of Trade Instructions relating to the construction of Passenger Steamships for vessels of the "mixed" type. I think it well to point out, however, that as this vessel is intended for Spanish Owners, the Passenger Certificate issued by the Spanish authorities is accepted by the Board of Trade, and the Board's Instructions are not compulsorily applied to foreign vessels.

If, however, it is intended to comply with these Instructions, I have to inform you that provided the vessel be built in accordance with the plans forwarded, the particulars and dimensions now supplied be verified on completion, fireproof bulkheads be fitted in the erections above the bulkhead deck as required by the Regulations, all the regulations regarding watertight doors in bulkheads, sidelights, scuppers, discharges and openings in ship's sides and escape hatches from all watertight compartments be complied with, and provided also there are no scuppers or other openings in the ship's sides to affect the position of the load line disc, an approximate summer freeboard of 8'-5" from statutory deck line  $1\frac{1}{2}$ " above wood shelter deck at side, corresponding to the designed moulded draft of 24 feet desired by the Builders, will be approved.

The above freeboard has been computed from the under-deck tonnage as given by you, and from the sheers as measured from the lines plan. In view of the block coefficient being .73, it would appear however that the under deck tonnage (which gives a coefficient of .70) is too small, and assuming that the tonnage coefficient is at least equal to the block coefficient, it will be necessary to increase the mean end sheer to 72 inches, and to make the sheer of the gradual character as required by the freeboard regulations.

I have also to inform you that it is assumed that



the bulkhead shown on Frame 83 is watertight, and that the inner bottom plating in way of cofferdams at bulkheads 83 and 117 is intact and watertight, but I shall be glad if you will confirm this. A plan with figured dimensions showing the position of scuppers, sidelights, openings in ship's sides, and other overboard discharges, should be submitted for approval, together with a sketch showing details of under-water sidelights and locking arrangements.

For final assignment of load line, a verified cloth tracing of the lines plan (which should be rolled up and not folded) together with a verified general arrangement plan showing details of accommodation and giving figured dimensions for the lengths of all compartments, should be forwarded.

Two sets of the plans forwarded are returned to your address today under separate cover, the third set being retained in this Office for record. No amendments have been made to the Flooding Calculation or curves, as an independent calculation has been made in this Office, a copy of which is also being forwarded for your guidance. I may point out that as the sheers do not appear to be of the standard character, the margin line at the stem and stern has been lowered as required in the Instructions. I shall be glad if you will report the sheers forward and aft at  $\frac{1}{4}$  length and  $\frac{3}{8}$  length from midships. The permeability of the tween decks above No.4 hold has been taken at 60%, on the assumption that only stores are to be carried in this space; I shall be glad if you will confirm that this is correct. The permeability of the tunnels and tunnel recesses has been taken at 95%.

You should see that all the requirements of the Board of Trade instructions relating to the Construction of Passenger Steamers are complied with, and on completion you should report in full detail accordingly, and should forward full particulars on Report Form 11b for freeboard assignment.

Copies of two freeboard computations in this case are sent herewith for your information.

I am, Dear Sirs,  
Yours faithfully,

The Surveyors,  
BILBAO.

Secretary.



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Foundation

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