

COPY.

LLOYD'S REGISTER OF SHIPPING

95 BOTHWELL STREET, GLASGOW, C.2.

18th August, 1954.

"CAPE HAWKE" - Proposal to close Tonnage Opening,
and increase Draught by 18".

The above vessel, Lithgows' 930, built in 1941, is generally similar to the same Builders' 1014 and 1022, "CAPE ORTEGAL" and the "CAPE RODNEY" built in 1946.

In 1945 a request was made by the Owners to ascertain the increase in scantlings which would be required to No.1014 to merit the increase in draught of 18". This question was considered in the London Office and a reply received, see Secretary's letter 13.12.1945. It was stated that with the increased draught, the side and bottom shell was .02" deficient in thickness and the framing was also deficient. As, however, the upper deck was increased by .05" over the Rule requirements as an Owners' extra, the longitudinal strength was considered in order.

The hold frames, however, were required to be increased by fitting 4 x 4 x .50" reverse angles at every fourth frame.

The scantlings of the hatch webs on the weather deck were to be increased as required by the Rules.

As the watertight bulkheads extended to the second deck only, a notation would be required in the Register Book in regard thereto.

It was subsequently decided that these alterations should not be carried out on the "CAPE ORTEGAL", but were later applied to the sister vessel the "CAPE RODNEY".

In view of the above, it is considered that the "CAPE HAWKE" could be dealt with in the same manner; therefore, to merit the increase in draught, the frames should be reinforced as above, the hatch webs on the weather deck abaft to half length should be reinforced by 7 x .40 rider plates top and bottom or equivalent, or alternatively new hatch webs 18 x .36 with 4 x 3 x .44 angles fitted. A notation should be made in the Register Book in regard to the watertight bulkheads.