

ATTACH TO PLAN

FROM - ALFR. S. ANDERSEN

Torvalm, 14
BERGEN, 26/5/48.
Norway.

To the Secretary,

British Corporation,

14 Blythswood Square,

Glasgow.

Dear Sir,

On bridge is casing S/M "Norstraym" ex "Trolltind".

We acknowledge your letter of April 21, -48 with the enclosed drawings of outline general arrangement and shell expansion plan with some questions in connection with this ship.

We can inform that the owners bought this ship in October 1947, and carried then out a greater rebuilding, the steam-engine and boiler were taken away, and a motor of Deutz diesel type 300 B.H.P. at 500 R.P.M. (new 1938) was installed. The rebuilding was carried out under the inspection of Den Norske Skipskontroll (The Royal Shipping Department), whose class this ship still have. According to Norwegian rules, all ships which are more than 30 years old shall have usually controll by this Department beside by the acknowledged class institution. The responsibility for the seaworthiness of the ship is even as great for The Royal Shipping Department as for British Corporation.

During the last rebuilding all demands from these were carried out, and according to the surveys made by us, the ship should be in a very good condition inspite of the high age.

Yours Faithfully

We are referring to our outline general arrangement and we are answering your questions accordingly: A.L.S. Andersen (Signed)

1. There are 4 stanchions under deck, made of 4-iron 140 m/m x 140 m/m x 12 m/m as shown on drawing.
 2. Here is now deck as shown on drawing. Tank top for forepeak is 1000 m/m below. Beams are 105 m/m x 150 m/m x 8 m/m.
 3. This is forecastle, and crew's accomodation.
 4. The thickness of bulkhead on frame no.44 is 6 m/m. Spacing of bulkhead stiffener 700 m/m distance, angle 65 m/m x 65 m/m x 6 m/m.
 5. The thickness of tank top is 7 m/m all over. The tanks are tested and found in good condition.
 6. The thickness of deck plating (main deck) is 7 m/m. The deck stringer plate (waterway) is 8 m/m.
 7. Size of beams transverse 80 m/m x 55 m/m x 8 m/m as shown on drawing. (midshipsection)
 8. The position of pillars below hatches, see drawing. Thickness of pillars is 65 m/m round bar-iron.
 9. Chain locker is arranged as shown on drawing.
 10. The thickness of plating on poop side is 6 m/m.
 11. " " " " deck on poop is 5 m/m.
 12. The stanchion under winch etc. see point no.1.
 13. The shifting beams is the same as midshipsection states, - but shall be upside down.
 14. Section through the engine room on frame no.10 is following enclosed.
- Foundation/

Foundation for oil engines is also shown on this drawing.

15. The freeing port in the bulwarks is 4 in number, dimension is 450 m/m x 350 m/m.
16. This is a companion way with entrance door on port side.
17. The ship is built in year 1892. Speed of the ship is 8 knots.
18. Equipment for this ship consists of 165 fath. 1" short link cable. Two stock anchors, weight 7½ cwt. - One stream anchor weight 2½ cwt. - One fath. stud stream chain and 90 fath. 3" flex. wire for stream anchor.
19. The thickness of bulkhead on frame no. 4 and 18 is 9 m/m. (This bulkhead renewed in 1948) Spacing of bulkhead stiffers is 700 m/m distance. Angles 65 m/m x 65 m/m x 6 m/m.
20. On bridge is casing put on 350 m/m high, - on top of casing is skylight.

Regarding to the sternframe, we have noted that the dimensions given on the plan of midshipsection are not sufficient. As the propeller diameter now is less than before (now 1200 m/m) when the ship operated with steam engines, the space in the stern can be closed and welded with plate for instance 16 m/m thick. At the bottom on the stern a plate 16 m/m can possibly be welded, as shown on drawing. We would like to know if this alteration will make any difference from renewing the sternframe.

The owner informs us that the rudder will be renewed and replaced with ballance-rudder, - but that will take lots of time as the shipyards are very busy, and it is said that this work will take one year. We hope that the ship can prolong the repairing for instance 1 year.

If the ship can be submitted to the committee, full survey reports will be sent you.

During the last rebuilding all demands from these were carried out, and according to the load line certificate will be issued by Det Norske Veritas.

Yours Faithfully

(Signed)

A.Y.S. Andersen.
Assistant Surveyor

Alfr. S. Andersen
Surveyor.

Enclose:.

2 general outline arrangements

1 midshipsection

1 " " on frame no. 10.

1 shell expansion.

The station under which the engine room on frame no. 10 is following enclosed.

Lloyd's Register
Foundation