

Steel Twin Screw Motor Ship Yard No. 543 proposed to be built by Messrs. Burneister & Wain with a view to class 100A1 "with Freeboard" in the Society's Register Book.

Rule Dimensions:- 380' x 53.5' x 38.0' to upper deck
28.66' to second deck.
Proportions:- Length = 10 depths to upper deck.
Scantling Nos:- 14440 and 34770.

Plans of midship section, profile and decks, including painting arrangements, wide spaced pillars and girders, strong hatch end beams and hatch side girders, have been submitted, in duplicate, by the Builders direct.

The vessel is to have a tonnage opening, but the Owners have arranged that the scantlings should be suitable for an increased draught if they decide to have the tonnage opening closed at a future date.

The scantlings proposed by the Builders are on the basis of a summer moulded draught of 28'-5", which is about 3'-0" more than the draught for a C.S.S. vessel having a tonnage opening, and intermediate between the draughts for a full scantling and a complete superstructure vessel.

The ship has two continuous steel decks, and a third non-Rule steel deck is fitted in No. 1 hold.

The frames are spaced 28" apart instead of 32" as indicated in the Tables, and the scantlings have been dealt with accordingly.

There are six watertight bulkheads, including the collision bulkhead, the latter being extended to the upper deck and the remainder extending to the second deck, whereas in the event of the tonnage opening being closed and the draught increased to 28'-5" as provided for, all the bulkheads will be required by the Rules to extend to the upper deck.

Mr. Isdale, representing the Owners, called at this Office on the 9th instant and stated that if and when the tonnage opening is closed, it is the Owners' intention to extend all the bulkheads to the weather deck as required by the

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Rules, and that the Owners would require the Builders to arrange the scantlings of the existing hold part of the bulkheads, so that they would not require to be increased when the bulkheads were ultimately extended to the weather deck.

In discussing the plans in this Office Mr. Bondegaard stated that while he is prepared to fit the plating and connections of the existing hold part of the bulkheads, ^{as required by the Rules if the bulkheads extend to the upper dk.,} yet it is not intended to increase the stiffening of the hold part of the bulkheads so that when the bulkheads are extended ultimately to the upper deck the stiffening in the holds will require to be reinforced.

The plans have been dealt with on the basis of the Builders proposals.

Mr. Isdale further brought in a sketch of the double bottom in the motor space the increased in depth so that the motor machinery might be arranged directly on the tank top.

As he desired an expression of the Committee's view on this subject, he was informed that this was the arrangement preferred in this Office.

Mr. Bondegaard stated, ^{however} ~~further~~, that the Builders propose to maintain the double bottom in the motor space at its Rule height, and to fit girders above the tank top to support the motor machinery in accordance with the Builders' usual practice, and the plans ^{accordingly} have been dealt with on this basis.

It is submitted that provided

Compliance

the vessel will be worthy to be classed 100A1 with a freeboard corresponding to a draught not exceeding that contemplated by the Rules for a complete superstructure vessel, ^{with a tonnage opening about} namely 25'-4".

As oil fuel is intended to be carried in the double bottom, the Builders' attention should be drawn to the requirements of the Committee's Notice No. 1478, which requirements are recommended to be carried out.

In view of the above it is further submitted that a copy of the letter to the Builders be forwarded to the Owners' representative, Mr. Isdale, care of the Society's New York Office.

The sheer forward is of such a character that it would not be necessary to fit a forecastle if the tonnage opening is closed and the vessel loaded down to a draught of 28'-5".

Steel note.

Mr. Bondegaard is returning to Denmark tonight and desires to take the approved plans with him.

14. 4. 27.



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