

Mr Watt.

Steel Twin Screw Motor Ship Yard No. 543 proposed to be built by Messrs. Burmeister & 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.
Scantling Nos:- 14440 and 34770 28.66' to second deck.
Proportions:- Length = 10 depths to upper deck.

Plans of midship section, profile and decks, including panting 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 as it may be desired to close the tonnage opening at some future time with a view to obtaining ~~an~~ increased draught, the scantlings are required to be suitable for a summer moulded draught of 28'-5", which is intermediate between that of a full scantling vessel and the draught of a C.S.S. vessel.

The ship has two continuous steel decks, and a third non Rule 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.

As suggested by Mr. Bondegaard, the Builders representative, the scantlings of the bulkhead plating and boundary bars have been determined on the basis of the bulkheads being extended to the upper deck, the scantlings of the stiffeners, however, being determined on the basis of the actual heights of the bulkheads as fitted.

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The Builders' representative considered that in the event of the bulkheads, other than the collision bulkhead, being extended to the upper deck at any time, it will be practicable to provide the necessary increase in strength^{of the stiffeners} by fitting reversed angles to the existing stiffeners.

It is submitted that provided

Compliance

the vessel will be worthy to be classed 100A1 with a freeboard corresponding to a summer moulded draught of 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.

Mr. Isdale, representing the Owners, called at this Office on the 9th instant to discuss the arrangements of this ship and in particular the arrangements of the motor seating. A copy of the letter to the Builders respecting the plans now approved might be forwarded to him for his information.

It is not proposed to fit a forecastle, but the sheer at stem is 10 feet.

This is about 87% in excess of the present Board of Trade standard sheer, and about 15% in excess of the proposed standard of the Load Line Committee.

The height of platform forward for the increased draught of 28'-5" is therefore considered satisfactory without a forecastle being fitted.

Y. L. W. 1922?



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012678-012685-0041²/₂