

COPY.

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

ENCLOSURES.

19th October, 1934.

Dear Sirs,

M. I duly received Mr. Roli's letters of the 15th instant together with plans in connexion with a proposal to submit the S.S. "BELFRI" for classification with this Society, and the contents have been noted.

With regard thereto I am directed to state that the scantlings and arrangements have been examined and compared with the requirements of the Rules, and it is found that they are not equivalent thereto in the following respects :-

- (1) Panting frames deficient.
- (2) No intercostal fitted in double bottom clear of the engine room and strengthening of bottom forward.
- (3) The beams on the bridge deck are fitted to alternate frames instead of to every frame, but deckhouses are fitted for the greater part of the length.
- (4) Scantlings of bulkhead stiffeners, hatch end beams and tunnel stiffeners deficient.
- (5) The upper deck stringer plate is not increased in thickness or doubled at the break.

Subject, therefore, to the following compensation being provided :-

- (1) Reversed bars fitted to every second frame in the panting area.
- (2) An intercostal, which may be of the skeleton type, fitted each side of the centre line clear of the machinery space and strengthening of bottom forward.

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S.S. "BELFRI".

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- (3) An intercostal girder fitted under the bridge deck linking up the sides of the bouses.
- (4) Reversed bars fitted to every third stiffener on the watertight bulkheads at the ends of the machinery space, and a semi-box beam fitted at the level of the lower stringer on the fore peak bulkhead, and reversed bars on alternate tunnel stiffeners for extent of straight sides.
- (5) Rider plates 7" x .50" fitted to the face bars on all hatch end beams.
- (6) A doubling plate fitted on the upper deck stringer plate at the bridge ends.

and provided also the scantlings be verified, you satisfy yourselves in regard to the scantlings and arrangements of the stern frame and rudder and strengthening of bottom forward, and the Rules for Vessels not Built under Survey be complied with, on receipt of a satisfactory report from you on completion of the survey, the vessel could be favourably recommended to the Committee for the class 100A1.

The proposal to delete the beam and pillar in Nos. 1 and 2 hatchways could be approved, provided a substantial web frame be fitted on frame 111, the web frame being extended at the top to form a cantilever support to the hatch side coaming.

As desired, I have wired you to-day as per copy of translation herewith.

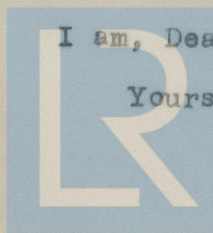
The plans in question are returned herewith.

I am, Dear Sirs,

Yours faithfully,

The Surveyors,

OSLO.



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Lloyd's Register
Foundation

Secretary.

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