

WIRE

S.S. "BELFRI", No. 72363 in the Register Book.

This vessel, which is of the single deck type with poop, bridge and forecastle, was built by Messrs. A/S Moss Vaerft in 1921 under the survey of the Norske Veritas, and assigned the highest class in that Society.

The Oslo Surveyors now forward plans of midship section, profile and decks, and state that it is now desired to have the vessel classed with this Society. They also forward a sketch shewing a proposal to remove a heavy beam and pillar which are fitted between Nos. 1 and 2 hatchways, thus forming one hatchway 60 feet in length.

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.

It is submitted the Oslo Surveyors be informed as above, and that subject 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.
- (3) An intercostal girder fitted under the bridge deck linking up the sides of the houses.
- (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, & 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, the Surveyors satisfy themselves 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 the Surveyors on completion of the survey, the vessel could be favourably recommended to the Committee for the class 100A1.

The Surveyors should be further informed that 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.

The Surveyors should also be informed by wire, as requested, as follows :-

"Reinforcement and stiffening required in several respects
"to render vessel eligible for classification Stop No
"objection however to beam and pillar Nos. 1 and 2
"hatchways being omitted provided substantial web frame
"extended at top forming cantilever support to side
"coamings be fitted on frame 111". Plans being

returned today.

J.M.M.

19. 10. 34.

2 19/10

*Ans. 15/10/34
Ansd. 19/10/34 (26.5.34)
4 plans
3 returned.*



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