

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

Notice is hereby given that the following alterations and amendments have been made by the General Committee in the Rules of the Society for Iron and Steel Vessels.

STEEL VESSELS.

Section 14, page 116. To add new paragraph, 33, as follows :—

In way of raised quarter decks, where the depth from the top of the keel to the top of the raised quarter deck beam is 24 feet, or above, and the lower deck hatchways are not framed, a web frame is to be fitted abreast of the hatchway, extending from the floors to the upper deck. Where web frames are fitted in lieu of strong hold beams and the lower deck hatchways are not framed, the web frames in way of the hatchways are to be spaced as required by Section 14A, and extended to the upper deck.

Section 14, page 116, paragraph 31—

To add after the words "stringer plates" in the third line, the words "or extra web frames."

Section 15, page 119. To add new paragraph, 10 :—

Where a middle line bulkhead is fitted in lieu of pillars, the thickness is not to be less than $\frac{5}{16}$ connected at the bottom and to plating on the beams by double angles not less than $3 \times 3 \times \frac{7}{16}$, and stiffened vertically by double angles or tee bars of equivalent strength to the pillars required by Table S 1, and paragraph 5 of this section, spaced two frame spaces apart; the stiffeners on one side of the bulkhead to be attached to the beams.

Section 18, page 121. To amend paragraph 2, as follows :—

The depth for regulating the number of tiers of beams to alternate frames in the fore peak to be taken at the collision bulkhead, and the beams fitted in accordance with Section 14 for this depth. All vessels to have, in addition, provision made to prevent panting by extra beams, bracket knees and stringer plates being fitted before and abaft the collision bulkhead. Panting beams and stringers to be fitted at the after end where considered necessary by the Surveyors.

Section 19, page 121. The first sentence of paragraph 1 to be amended to read as follows :—

The thickness of the outside plating as given in Table S 2 for half the vessel's length amidships is to be maintained for that length, but it may thence be gradually reduced to the thickness given for the extreme ends, by gradations of $\frac{1}{20}$ of an inch over equal parts before and abaft the half-length amidships.

Section 20, page 123. To amend paragraph 6, as follows :—

In addition, in vessels where the plating number is 20,000 and under 28,000, the butts of the upper deck stringer plate are to have double straps for half the vessel's length amidships; the thickness of the straps to be as given in paragraph 14 of this Section, or, the butts may be lapped and treble riveted; but where the plating number is 28,000, and above, double buttstraps are to be fitted to the stringer plates for half the vessel's length.

Section 22, paragraph 3. To amend the last clause as follows :—

The bulkheads to be connected to the decks and to double bottom plating by double angles of the size of the reversed frames.

Paragraph 6. To amend the first clause as follows :—

All plating of bulkheads to be of the thickness prescribed in Table S 1, fitted between two frames at each side of the vessel and to be strongly riveted to them, and to be connected to the floor plates by a double row of rivets.

Paragraph 7 :—The bulkheads to be supported vertically on one side and horizontally on the other, with angle bars of not less size than required for the main frames. The vertical angles to be not more than 2 feet 6 inches apart, and their lower ends to extend well down over the floor plates; or, where a double bottom is fitted, they are to be connected to the inner bottom plating by plate brackets. The horizontal stiffeners are not to exceed 4 feet apart, below where the bulkhead is supported by a laid deck, and, when of bulb angle, they are to be attached with brackets to the ship's sides.

In all collision bulkheads and other bulkheads of 40 feet and above in breadth, the horizontal stiffeners are to be of bulb angles, of the size required by Table S 4, for bulb angle beams under a steel or iron deck. All bulkheads of 36 feet and under 45 feet in breadth, to be additionally stiffened by a vertical web at the middle line, extending from the keelson to the hold or lower deck beams. Bulkheads of 45 feet and under 55 feet in breadth, to have two vertical webs, and bulkheads of 55 feet and under 60 feet in breadth to be fitted with three vertical webs.

New paragraph 8.—In vessels of a depth to require lower deck, hold, or orlop beams, when the bulkheads are not supported on both sides by a lower or orlop deck, they are to be additionally supported by a semi-box beam of the scantlings required by Table S 4 for such beams; the same to be fitted in way of the hold or orlop stringer plate, or the side stringer midway between the floor plates and the lowest laid deck.

New paragraph 9.—All such bulkheads to be caulked and made thoroughly watertight.

New paragraph 10. When a recess extending above the hold beams is formed in the engine room bulkhead, the bulkhead is to be efficiently connected from side to side by tie or bridle beams, strongly riveted to the plating and fitted with efficient gusset plates.

Section 24, page 129. To amend the last clause in paragraph 13 as follows :—

The longitudinal girders to have a continuous angle on the upper and lower edges, and, in addition, to be connected by angle lugs on the floors and girders.

Section 24, page 129. To amend paragraph 17, as follows :—

The number 11,000 to be substituted for that of 17,000 in lines one and four.

To substitute the number 18,000 for that of 22,000 in line seven; and to insert after the words "intermediate frames" in line eight, the following :—"and where the plating number is 38,000 and under 51,000 the brackets at the centre girder and margin plate are to be of sufficient breadth at the top, to take three rivets in the vertical flange of the intermediate reversed angles, for $\frac{3}{5}$ the vessel's length amidships;" and to add after the words "fore and aft" in line nine, "and where the plating number is 38,000 and above, the bracket plates outside the margin plate are to be connected to it by double angles, for one-half the vessel's length amidships."

Section 24, page 130. To add the following to paragraph 21 :—

Where the plating number is 38,000 and under 51,000 the remaining edges of the inner bottom plating are to be double riveted for one-half the vessel's length amidships.

To add at the end of paragraph 27 the following :—

In way of the engines additional intercostal girders are to be fitted, the number of girders to be as required by Table S 7.

To extend Table S 7, and to correct a clerical error in the thickness of the middle line strake at the ends for the grade 21,000 to 24,000.

Section 29, page 134.

To omit the words "or Awning Deck," in the first line of paragraph 4.

Section 43, page 143.

To omit the last clause of paragraph 15, so as to agree with paragraph 1 of section 29.

In **Section 16**, paragraph 7, end of second line, and **Section 44**, paragraph 10, last line, it is proposed to substitute the word "lower" for the word "upper" so that the stringer angles on the inside of the frames in Bridge-houses and Poops will be of the same size as those required on the main deck of Awning-decked ships.

Table S 7 to be extended two grades, in order to meet the cases of larger vessels than are at present provided for, as shown in the accompanying print of the Table.

RULE FOR THE SPECIAL SURVEYS No. 3 OF IRON AND STEEL VESSELS.

To add to paragraph No. 3, as regards the survey of masts, viz.:—

"All mast and bowsprit wedging at this and subsequent special surveys to be removed, unless the plating of iron and steel masts and bowsprits is doubled in way of the same, when it will only be necessary to remove the wedging at the Special Surveys, No. 3."

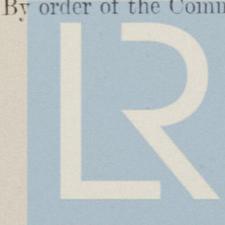
"Iron and steel masts, bowsprits, and yards to be carefully tested by hammering and if the plates are considered by the Surveyors to be materially wasted at any part, the thickness is to be ascertained by drilling."

"The masts and spars are to be subject to examination by the surveyors when deemed necessary by them on other occasions besides Special Surveys."

By order of the Committee,

2, WHITE LION COURT, CORNHILL, E.C.,
18th December, 1890.

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A. G. DRYHURST,
Assistant Secretary.



Lloyd's Register
Foundation