

Mr Bryden

"PRESIDENT FILLMORE" ex "MONGOLIA".

Owners: American President Lines Ltd.

Built: 1904

Dimensions: 600' x 65' x 43.2' and 51.2'

This vessel was built in 1904, with a tonnage opening, to class 100A1 Shelter Deck with freeboard, but the class was withdrawn at the Owners' request in 1930.

A telegram has now been received from the New York Surveyors reading as follows:-

"PRESIDENT FILLMORE transferred Panaman flag and being ⁶relassed and converted to freighter this port stop Owners intend replacing condemned wood sheathing on the shelter deck forward with suitable composition but in view cold weather propose caulk steel deck now and defer laying composition for three months stop please cable approval also whether scantlings permit any freeboard reduction".

as to the draught

In reply to an enquiry from this Office/the New York Surveyors state that the Owners would appreciate any possible reduction in freeboard not involving structural alterations.

The scantlings have been examined and it is found that:-

Framing:	Beyond Tables but approximately equivalent to F.S.F.D.
Shell:	Equivalent to F.S.F.D.
Strength Deck:	Equivalent to F.S.F.D.

No forecastle is fitted in this vessel.

The depth of the hatchway coamings is not equivalent to that required by the Rules for F.S.F.D. vessels and no particulars are available regarding the means of closing the hatchways.

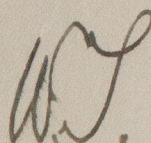
In these circumstances it is considered that an increase in draught of 12" could be granted.

It is submitted the New York Surveyors be informed by wire, as requested, that if the tonnage opening is closed an increase in draught of 12" could be approved.

The watertight bulkheads will require to be extended to the shelter deck or a suitable notation regarding the

omission of the tween deck bulkheads will require to be made in the Register Book.

The Owners' proposal to remove the wood sheathing from the shelter deck and to postpone its replacement for three months could be approved if the Surveyors are satisfied with the condition of the steel deck.



28th February, 1940.

Noted
S.B.



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W1008-0037 2/2