

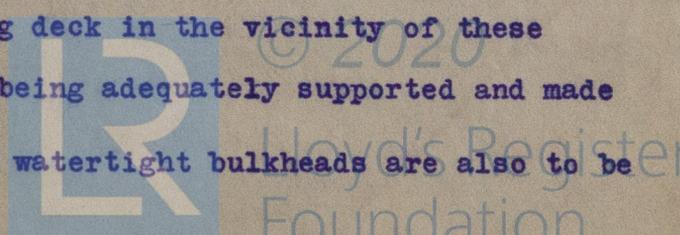
s.s. "N.T.NIELSEN*ALONSO" ex "POLCEVERA"

This vessel is being converted into a whale oil factory and a plan showing additional strengthening to the existing original bulkheads, in way of the whale oil and oil fuel tanks, submitted by the Oslo Surveyors.

It is submitted that provided the arrangements be carried out as shown and amended on the plan, and to the satisfaction of the Society's Surveyors, the same will merit approval.

It is further submitted the Surveyors be informed with regard to this case as follows :-

- (1) The plans have been dealt with on the basis of the maximum pressure head on the tanks being 8 ft.
- (2) The web frames should be attached to the inner bottom plating by large gusset plates.
- (3) The deep tank abaft the engine room is considered to be structurally suitable for the carriage of whale oil.
- (4) The after peak bulkhead should be found or made to the satisfaction of the Surveyor.
- (5) In view of the additional bulkheads which are proposed to be fitted, the lower deck is considered to be structurally suitable to form the crown of the tanks, provided any local re-inforcements which may be necessary be carried out to the Surveyor's satisfaction.
- (6) The Surveyors should be informed that it is proposed to arrange boilers on the upper deck for the purpose of boiling the different parts of the whales. These boilers will be arranged on the upper deck and will extend through the awning deck. In order that the seaworthiness of the ship may be maintained it is proposed to carry up the existing bulwarks to about 9 ft. above the awning deck in the vicinity of these boilers; this side plating being adequately supported and made watertight. Fore and aft watertight bulkheads are also to be



arranged inboard with a flat above. The Surveyors should forward a plan of these alterations in due course.

(7) An outline plan has already been approved for Messrs. Arnesen, Christensen & Smith, showing generally the alterations proposed to be carried out at the after end of the ship - further, the group of tanks in which whale oil is carried are isolated from those carrying oil fuel for ship use by a cofferdam. While they were informed that the arrangements could be approved generally in principle, it was decided that matters of details and questions regarding the support of the various decks and flats at the after end should be dealt with when the detailed plan of the alterations was received from the Surveyor.

(8) The Surveyor should see that the riveting of the existing parts of the structure in way of the new tanks is thoroughly overhauled and made oiltight to his complete satisfaction.

(9) With regard to the scantlings indicated on the approved plans, the Surveyors should inform the Framnes Company, who are carrying out the alterations, that equivalent sections could be approved, provided such members as the face bars on vertical webs and horizontal girders are equivalent in sectional area to those indicated on the plans, and such members as channel and bulb angle vertical stiffeners are equivalent in section modulus (the bulkhead plating being taken into account).

(10) The amended set of plans which has been returned is for the Surveyor's own use, and should be returned to him by the Framnes Company after they have noted the amendments.

(11) While the Surveyor should forward plans showing all important structural alterations which are proposed to be carried out, for consideration, it will not be necessary for him to forward plans of alterations, which do not affect the strength of the structure or the seaworthiness of the vessel.

(12) The alterations on deck may affect the equipment

grade, but this can only be decided when the plan showing these alterations is submitted.

On completion of the survey and alterations and on a satisfactory report being received from the Surveyors, the vessel will be worthy to be favourably recommended to the Committee for the class 100A1 "Carrying Whale Oil in Bulk" and ^{Carrying} Fuel Oil in Bulk F.P. above 150° F. in tanks forward of cofferdam".

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