

A letter accompanying the First Entry Report has been received from the Copenhagen Surveyors.

The builders, through inexperience, stated the length of the vessel on the Load Water Line, namely 281.42, to be the Rule length, whereas the Rule length on deck is 281.75. This increase of 4" in length makes the second number 18020 instead of 18000 as before, thus causing a change in the double bottom grade, the remaining scantling, proportions and equipment grades not being affected. The new scantling grade would require an increase of 1" in the depth of the centre girder, and an increase of .02" in the thicknesses of the side girders, margin plate, inner bottom plating and the angles generally. The bracket connections on the open floors, as indicated on the approved plans, are somewhat in excess of the Rule requirements.

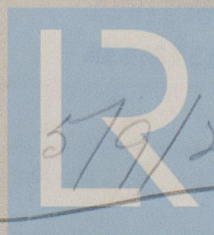
In view of this and of the scantling number being only 20 over the grade, and the fact that the vessel is completed, it is submitted for favourable consideration that in this vessel the double bottom might be approved ^{as constructed}, but in the sister vessels under construction the scantlings should be as required by the Rules, or equivalent compensation arranged.

The Surveyor should discuss this matter with the Builders and state their proposals, and it should be pointed out to him that the dimensions of vessels should be checked at as early a date as possible (the plans of this vessel having been originally approved in September 1917) so that if any discrepancies arise, causing an alteration in the grades, arrangements may be made in good time for the necessary adjustments to be made.

Lr. 29/8/21
And 579.

ML

3.9.21.



© 2020

Lloyd's Register
Foundation

W1098-0161