

S. S. "KOEPIA", 74488 R.B.

Rule Dimensions:- 352.83 x 45 x 29 to Upper Dk.
 x 36.33 to Bridge Dk.

Scantling Nos:- 74 and 26100

Proportions:- Length = 12.16 depths to Upper Dk.
 " 9.70 " " Bridge Dk.

This steamer has been under survey for classification and a letter has now been received from the Naples Surveyors enclosing plans of midship section and profile & side stringers.

The vessel was built by Rickmers at Bremerhaven in 1903, and was originally classed with the Germanischer Lloyd. She is now classed with the Bureau Veritas (in the 1st Division of that Society).

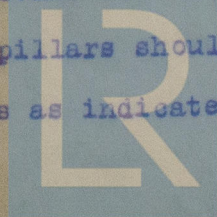
The steamer has 2 complete steel decks with poop, long bridge and forecastle, but as was customary at the time she was built, the strength deck throughout is the upper deck, the bridge while of substantial construction, being a comparatively light erection.

The scantlings and arrangements as indicated on the plans have been examined and it is found that the side framing is deficient, and in order to compensate for this deficiency a web frame should be arranged in each hold and in the machinery space.

The scantlings of the double bottom are equivalent to the requirements of the Rules, but the margin connexions are deficient, and gusset plates should be arranged ^{at} every third frame throughout, and large gusset plates should also be fitted in way of the new web frames.

The bridge deck through beams are very deficient, and should be reinforced by reverse angles at every beam, and each beam should be supported by a pillar at the centre line.

The 2nd deck through beams are considerably deficient, and additional girders and pillars should be fitted in line with the hatch side coamings as indicated on the plans.



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The scantlings of the topside materials and of the decks are equivalent to the requirements of the Rules, but the upper deck beams are fitted to alternate frames, and in view of this, the deck plating should be additionally stiffened by means of girders arranged in line with the upper deck hatch side coamings, both between Nos. 1 & 2 hatchways, Nos. 3 & 4 hatchways, and at the ends of the bridge.

It is submitted the Surveyors be informed as above, and further that provided they satisfy themselves with regard to the strengthening at the ends of the bridge, the panting arrangements, the strengthening of bottom forward, construction in way of the peak tanks, and the watertight flats forming the crowns of the same, the requirements of the Rules for vessels not built under survey be complied with, and on completion of the survey and additional strengthening a favourable report be received from the Surveyors, the vessel will be eligible to be favourably recommended to the Committee for the class 100A-.

If the figure "1" is desired full particulars of the equipment at present on board the ship should be forwarded for consideration.

With regard to the steel of which the vessel is built it will be observed that she has now ~~been in existence 21 years~~ ^{had 21 years' service,} and the Surveyors will have an opportunity of satisfying themselves with regard to the suitability of the material for use in a classed vessel.

If freeboard assignment is desired full particulars should be forwarded on Form 11b.

on 26/8/30
and 5/9/30
3 plates
P. C. Livi

3.9.24
204/9



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