

Single Screw Steamer No. 518 proposed to be built by Messrs.
John Readhead & Sons, Ltd., with a view to class.

Rule Dimensions:- 425' x 56.5' x 29.08' to second deck
37.83' to upper deck.

Scantling Nos:- 15760 and 39772 (D = 37.08')

Proportions:- Length = 11.23 depths to upper deck.

A letter has been received from the Builders stating that they have received an order for a duplicate of their Yard No. 515, the plans of which were approved in January 1938. A deep tank is, however to be fitted aft of the engine room, and the Builders state that a plan shewing this tank will be submitted in due course.

It is submitted that provided the vessel be constructed in accordance with the plans approved for the sister ship referred to

Compliance

she will be eligible to be classed 100A1, with a freeboard corresponding to a draught not exceeding that contemplated by the Rules for a complete superstructure vessel having a tonnage opening.

It is noted that a deep tank is to be fitted aft of the engine room. In these circumstances the case will require to be considered under the terms of Section 13, Paragraph 1(h) of the Rules, and to permit of this being done the Builders should state the maximum amount of coal to be carried and the disposition of the same on ballast voyages, together with the

capacity of the deep tank in question, when the scantlings and stiffening of the upper deck amidships will be considered.

Recent experience has shewn the necessity in the case of cast steel sternframes of streamline form, as adopted in the sister vessel, of taking steps to ensure that ample radii are provided at all points of change of section, and in particular in way of the counter, and at the points where both the rudder and propeller posts join the solepiece. Attention should be given to these matters in the new vessel.

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