

UNDER DK. (if not already recorded in Appendix to Certificate of Registry)

S.S. "FRATERNITAS".

This vessel, which has two decks, also poop, bridge and forecastle, was built in 1905 by Messrs. Harland & Wolff, Ltd. and classed 100A1. In 1923 modifications were carried out to permit of the carriage of whale oil below the second deck, and on completion of these alterations the class was amended to 100A1 "Carrying Whale Oil in Bulk".

A letter has now been received from the Gothenburg Surveyors forwarding a plan, in duplicate, shewing a proposal to fill in the wells, thus forming a complete superstructure erection. From the fore end of the existing bridge to the poop the superstructure will be maintained at the same level as the existing erection. Between the fore end of the bridge and the after end of the forecastle, however, the erection will be 16 feet in height to accommodate blubber boilers. On the starboard side of the vessel the existing bridge deck will be plated over and a skidway arranged from this deck to the raised deck, thus securing reasonable continuity of the erection. On the port side, however, no such arrangement is proposed.

It is submitted the Surveyors be informed that the scantlings and arrangements as shewn and amended on the plan will be approved, provided they be carried out to their satisfaction.

The case has been considered on the assumption that no increase in the present draught is desired. If the alterations are carried out, however, the vessel will then be of the complete superstructure type, and the class will therefore be amended to 100A1 "With Freeboard" "Carrying Whale Oil in Bulk".

It is to be noted that the ^{scantlings & arrangements of the} existing bridge super-structure could only be regarded as satisfactory for an isolated erection. With the alteration proposed to be carried out the bridge forms part of a continuous structure and will therefore be subjected to the principal ^{hull} stresses. For this reason this deck will require to be additionally strengthened and

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efficiently scarphed into the forward erection. It is therefore considered that the port side of the vessel in way of the existing bridge should be amended in a similar manner to that proposed for the starboard side, including the sloping of the deck at the forward end.

As far as can be seen from the plan the Builders do not propose to increase the size of the existing pillars below the upper deck; further, the pillars under the continuous erection do not appear to be of sufficient size for the loads usually assumed for a deck upon which whales are landed. The Surveyors might discuss this question of the supports to the decks with the Builders with a view to suitable pillaring being arranged to correspond to the specific loads to be carried. Alternatively, if desired, a detailed plan of the proposed pillars and girders might be submitted, together with particulars of the loads to be carried.

The alteration to the erections will also affect the equipment grade, and it will be necessary to supply an additional 30 fathoms of 2.7/16" cable.

The Surveyors should be further informed by wire as follows :-

"PLAN OF ALTERATIONS RETURNED AIR MAIL CONSTRUCTION PORT
"SIDE EXISTING BRIDGE TO BE MADE SAME AS PROPOSED FOR
"STARBOARD SIDE STOP PILLARING THROUGHOUT TO BE ARRANGED
"YOUR SATISFACTION TO CORRESPOND TO LOADS CARRIED STOP
"ADDITIONAL THIRTY FATHOMS CABLE TO BE SUPPLIED OTHER
"MINOR ALTERATIONS".

If and when the alterations are carried out, the Surveyors should forward an amended freeboard report on Form C.11.

5. 6. 36.

*Pl. 29. 5. 36
Amend. 5. 6. 36 (del. rth)
1 plan 1 returned.*



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