

URGENT

S.S. "SIR JAMES CLARK ROSS", No. 35059 in Register Book.

This steamer was built by Messrs. Harland & Wolff Ltd in 1905, and was subsequently converted for carrying whale oil and oil fuel in bulk.

Mr. Christensen, of Messrs. Arnesen, Christensen & Smith, has called at this Office regarding a proposal to lengthen the steamer by 30'4", and to alter the superstructures from the present arrangement of poop, bridge and forecastle, with an open tryworks aft, into a complete superstructure extending the whole length of the ship.

In view of these alterations it is desired that the draught might be increased about 18".

A letter has been received from the above firm, together with a preliminary outline sketch showing the alterations proposed to the superstructures, also a few other sketches showing in detail the arrangements existing in the ship.

The new dimensions are :-

500.3 x 58 x 43.2 feet to the new upper deck.

Proportions : Length = 11.6 depths.

The arrangements, which are in a preliminary state, have been discussed generally with Mr. Christensen, and the detail sketch has been amended to show the principal scantlings and arrangements which could be recommended to the Committee for approval.

The steamer has seven watertight bulkheads extending to the second deck, together with a number of other tank bulkheads extending to the third deck. On account of the lengthening and alteration to the superstructure, eight watertight bulkheads would now require to be fitted, the collision bulkhead extending to the upper deck and the remaining bulkheads to the second deck. If the bulkheads are not altered to comply with the Rule requirements, it will be necessary to make a suitable notation with regard thereto on completion of the alterations. This

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matter can be further considered when the proposal is in a more advanced stage.

The alterations to the ship will put the equipment number in the grade ~~2~~<sup>4</sup>, which is two grades higher than at present, and if the figure 1 is desired, the proposals regarding increased equipment should be submitted for consideration.

The sketch submitted should be returned to Messrs. Arnesen, Christensen & Smith, and they should be informed that as soon as it is known who is to carry out the alterations, the Society should be advised and the usual detailed plans submitted for consideration as arranged.

*[Signature]*  
14.3.28

8/3/28  
and 14th  
Plans.

20/4/3.



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