

This vessel was built in 1905 by Messrs. Harland & Wolff, Ltd., of Belfast, and is classed 100A1.

She has been acquired by A/S Reshavet (Johan Reshavet & Co.) Sandefjord, who propose to convert the vessel for the carriage of Whale Oil in bulk.

SURVEYOR

CHRISTIANIA

MAHRONDA DEMXE

Decoding of telegram to Christiania, 26.4.23.

MAHRONDA....Vessels name

DEMXE.....Returning plans to-day.

additional stiffening to the deck plating.

It is submitted that provided the arrangements of transverse and longitudinal bulkheads, tunnel and framing at lower deck be carried out as shown and amended on the plans now forwarded for approval, the same will merit approval.

The existing bulkheads will require to be additionally

strengthened by the fitting of equivalent strength beams

in way of beams on

should be fitted with 6-inch

intermediate beams should be fitted.

A girder should also be fitted under the lower deck on each



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Lloyd's Register

W133-0236 (1/2)

S. S. "MAHRONDA".

This vessel was built in 1905 by Messrs. Harland & Wolff, Ltd., at Belfast, and is classed 10001.

She has been acquired by A/S Rosshavet (Johan Rasmussen & Co.) Sandefjord, who propose to convert the vessel for the carriage of Whale Oil in bulk.

SURVEYOR

CHRISTIANIA

MAHRONDA DEMKE

Plans have been received from the Christiania Surveyors showing the proposed arrangement of oil tanks and scantlings of the new bulkheads which are to be fitted. A translation of a letter from Messrs. Frømanns Mek. Værksted, the Shipbuilders entrusted to carry out the alterations, is also enclosed.

Six new transverse bulkheads are to be fitted, forming with the existing bulkheads 11 oil tanks which are to be divided longitudinally by an oil-tight division.

The lengths of the oil tanks vary from 29'-10" to 34'-2" and the lower deck forms the crown of the tanks.

The cargo hatchways are to be fitted in, and openings in the deck 6' x 4' x 4' deep are to be fitted, together with overhead pipes standing 6 feet above the crown of the tanks.

Clear of the present hatchways the bottom plates are to be fitted on alternate frames and it will be necessary to fit additional stiffening to the deck plating.

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W133-0236 (2/2)