

Single Screw Motor Vessel No. 765 proposed to be built by
Messrs. Howaldtswerke, Kiel, for Messrs. John T. Essberger
G.m.b.H., Hamburg (Atlantic Tank Rhederei G.m.b.H.).

Rule Dimensions:- 443.53' x 61.02' x 27.36' to upper deck
37.20' to bridge deck.

Scantling Nos :- 12135 and 39199

Proportions:- Length = 16.13 depths to upper deck
11.86 depths to bridge deck.

Erections = 98.4%

Plans of midship section, profile and decks, and
stern frame and rudder submitted by the Hamburg Surveyors.

This vessel is of the single deck type with erections
covering 98.4% of the length, the bridge and forecastle being
combined, and a well, 6.9' in length, being fitted at the after
end. An upper forecastle and an upper poop are also fitted.

The Surveyors state that the Builders have accepted
the order for the new vessel on the distinct understanding that
she is an exact duplicate of the "BELGRANO" and "MONTEVIDEO",
built last year by the same Builders for the Hamburg South
America Line, under the supervision of the Germanischer Lloyd.

The new vessel is also to be built under the survey
of the Germanischer Lloyd, but negotiations have taken place
with the Owners with a view to arranging that she be classed also
with Lloyd's Register. The position is that all expenses in
connexion with the Society's classification will have to be
borne by the Owners, but the Builders have intimated that
alterations to scantlings in the main structure of the hull or
in the machinery arrangements would involve a dislocation of
their programme of work at the yard as the working drawings for
the two sister ships and the material orders are to be used in
connexion with the building of the new vessel.

Mr. Chisholm also makes certain suggestions regarding
the testing of the materials, which are dealt with in a separate
endorsement. (See end of endorsement).

The plans have been examined, and it is found that,
excepting for certain minor details, the scantlings and

arrangements are in accordance with or equivalent to the requirements of the Rules. The details in question are the hold framing forward of half length, the tween deck framing at the after end, the thickness of the deck plating between the hatches in way of the deep tank, the thickness of the tank top plating in the engine room, the spacing of the intercostals in the double bottom forward of half length, and the riveting of the bars to the centre girder and the bottom frames to the floors forward of half length. The stiffening of the centre line bulkhead in the hold is not in accordance with the tabular requirements, but as ^{no credit has been taken for} ~~this bulkhead is additional to the rule~~ ^{in determining the scantlings of the beams} ~~requirements~~ it is considered the scantlings as proposed could be accepted.

Compensation for the deficiency in the framing has been indicated on the plans in the form of reversed bars, and for the wider spacing of intercostals on the bottom forward by double shell bars, so as not to interfere with the Builders' arrangements or orders for materials.

It is submitted that provided

Compliance

the vessel will be eligible to be classed 100A1. ^{steel note}

Provided intercostal plates be fitted to the closely spaced side stringers in way of the ice strengthening, the increased thickness of plating be fitted to the extent required by Section 40 of the Rules, and the remaining requirements of this Section be complied with, (the notation "Strengthened for Navigation in Ice") will also be assigned. The scantlings of the rudder are in accordance with the requirements of this Section.

The usual classification plans, including watertight bulkheads, pillars and girders, hatches and webs, and oil fuel tank, should be submitted for consideration in due course.

(See separate endorsement re fees for testing of steel.) Submitted arrangements for steel testing are satisfactory

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and 1/2
4 plans.

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See 1st Entry
Report not
now desired
by the Owners.

Spl
S.D.

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