

Burntisland Shipbuilding Co's No. 238.

On the 10th June, the Leith Surveyors wrote stating that as the above vessel is to be arranged for coal or oil burning, it may be necessary in certain circumstances to carry a limited amount of water ballast in No.3 hold at the sides of the tunnel, and arrangements for flooding and emptying this hold were indicated on the pumping plan forwarded with their letter.

In reply to enquiries a further letter has now been received from the Surveyors stating that the Owners desire to flood the hold not only in case of emergency, but to make it a regular practice.

The vessel will trade from Cardiff to the River Plate, and from the River Plate to London, carrying cargo in both directions. From London to Cardiff, the vessel will be in ballast, and, owing to the absence of deep tanks or bunkers (oil fuel being carried in the double bottom), the Builders suggest that to obtain deeper loading the only method is to carry a limited amount of water ballast in No.3 hold. It is stated further that this practice has been accepted by the British Corporation in a similar vessel.

In the most recent similar case considered by the Society, viz: Messrs. J.L.Thompson's Yard No. 589, which was dealt with in 1937, the Surveyors were informed that the Committee considered that the practice of flooding holds, in order to ballast vessels when in light condition, was undesirable, and whilst, in the present instance, exception would not be taken to the fitting of flooding connections to the after main hold, the proposal was accepted on the distinct understanding that flooding will only be resorted to in cases of definite emergency, and further provided spectacle blank flanges were fitted at each flooding connection.

Damage to cargo - paint Bulkheads
Deep Tank
Stability
B. & T.



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Approximate Estimate of Stability in connection
with Builders' proposal to fit flooding valves
for flooding No.3 hold.

CONDITION 1.

Lightweight, crew and effects, stores, oil fuel in all D.B.
oil fuel tanks, feed water in No.4 D.B.tank, water ballast
in No.1 D.B.tank, F.P.tank and A.P.tank.

Displacement = 5100 tons

G.M. = 11.2 feet

CONDITION 2.

All as condition 1, but with No.3 hold flooded to 2 feet
below tunnel top.

Displacement = 5470 tons

G.M. = 9.4 feet corrected for free surface in No.3 hold

CONDITION 3.

All as condition 2, but No.3 D.B. oil fuel tank slack and
feed water tank slack.

Displacement = 5400 tons

G.M. = 8.3 feet

CONDITION 4.

All as condition 1, but with No.3 hold flooded to 1 foot
above tunnel top.

Displacement=5750 tons

G.M. = 6.6 feet corrected for free surface in No.3 hold

CONDITION 5.

All as condition 4 but No.3 D.B. oil fuel tank slack and
feed water tank slack.

Displacement = 5680 tons

G.M. = 5.5 feet

Wm
19.6.39.



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