

S.S. "RAYO" No. 123 built by the New York Shipbuilding Co. for the Standard Oil Co. with a view to class with this Society.

Rule Dimensions ; 330.58 x 46 x 27 to Upper Deck

Scantling Numbers ; 73 & 24132

Proportions ; Length = 12.24 Depths

d = 17.58'

All special endorsement on machinery

The plans of this vessel were dealt with on the 31st October last, ^{year (1911)} when the class ^{proposed} assigned was 100A 1 "Shelter Deck with freeboard" "Carrying petroleum in bulk".

When Mr. French visited this country at the end of last year the case was discussed with him and he stated that the scantlings and arrangements then being embodied in the vessel were in excess in many respects of the Society's requirements, and he suggested that the class 100A could be assigned on completion. The plans and first entry report have now been received, and the case has again received careful consideration, a comparison having been made with the provisions of the Rules for the 100A class for an oil carrying steamer.

It is found that while the average thickness of the outside plating is 1/50th less than would be required by the Rules, yet the frames are spaced $\frac{1}{2}$ " closer than would be required by the Rules, and in addition three side stringers are fitted on each side, and three side keelsons on the bottom instead of two stringers and keelsons respectively as required by the Rules. Further, the side keelsons are attached by double angles to the shell plating throughout and are intercostally attached to the floors, and in these respects the Rules would only require double attachment of the side keelsons to the shell for three frame spaces each

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Spacing	Deck. Material and thickness
BEAMS. Poop Deck, Angle, Bulb Angle, etc.	Steel
Bridge Deck Stringer Plate	

side of each bulkhead, while no intercostal attachment of the side keelsons to the floors would be required.

It is thought that the additional support afforded to the shell plating by the extra stringer and keelson together with the frame spacing and the arrangements detailed immediately above, more than compensate for the deficiency of thickness in the shell plating referred to.

In other respects the scantlings and arrangements worked into the vessel are equivalent to the requirements of the Rules for the full 100A class, and it is therefore submitted that the class 100A 1 "Carrying petroleum in bulk" be assigned, as recommended by the Surveyor.

+ 100A 1 ("Stub") Carrying petroleum in bulk
2 1/2" (Oct) + 1 1/2" frames
B. Cal DB under 8 1/2" B Bunsur 106 2106 R FRT 826 APT 526
FK 13 BH 9 to 22 1/2" 4 1/2" to 22 1/2" 1/2"
lum. at 60. P116 B30 F43 12.11.12. *Jm*

It may be added that the Philadelphia Surveyors were requested to state whether they were correct in reporting the thickness of the bulb angles to the bilge and side keelsons as .45 in view of these having been approved of a weight of 20 lbs per foot equivalent to .51, and also whether the bulb angle frames were correctly reported as .43 in thickness.

A letter has now been received from the Surveyors stating that the thickness of the Bulbangles for the bilge and side keelsons ^{is} .50, and not .45 as reported, and that ordinary bulb angle frames are .43 in thickness as reported. These thicknesses are in accordance with those originally approved.

B.  © 2020 *Jm*
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