

S.S. "SERIFUX"

This vessel is designed as a trawler and has three tight bulkheads only, no one of which can be dispensed they are as follows:-

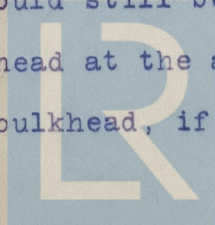
- 1) The after peak bulkhead, which also forms the after bulkhead of the machinery space.
- 2) The bulkhead at forward end of cross bunker, which is at the forward end of machinery space and divides it from the fish hold.
- 3) The fore peak or collision bulkhead.

There are also two non-watertight bulkheads, one of which divides the fish hold from the men's quarters and the other is at the after end of the cross bunker in the machinery space.

The Barcelona Surveyor in March 1918 stated that as the vessel could not be employed as a trawler owing to the excessive price of coal, she had been put on the coasting trade at Barcelona to carry wine, and in view of this the fore portion of the watertight bulkhead at the forward end of the cross bunker had been removed to allow of barrels being stowed in the cross bunker.

By removing part of this watertight bulkhead, the ship now has no watertight division between the two peak bulkheads, the rule requirement that there should be a watertight bulkhead dividing the machinery space from the cargo hold is no longer complied with.

If it is necessary for purposes of trade that the cross bunker in this vessel should be made common to the hold, the requirements of the rules could still be met by making the present non-watertight bulkhead at the after end of the cross bunker into a watertight bulkhead, if the scantlings



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and amendments of the bulkhead will permit of this being one. The plans do not give these details.

It is submitted that unless the plates removed from the watertight bulkhead at forward end of cross bunker be replaced, and the bulkhead be made watertight as before, or as an alternative arrangement the present non-watertight bulkhead at after end of cross bunker be made into a watertight bulkhead, the Committee will have no option but to deal with the class of the vessel.

C. J. 21.10.19

TUE. 21. OCT. 1919



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