

Single Screw Motor Ship, number not given, proposed to be built by Messrs. Swan, Hunter & Wigham Richardson, Ltd.

Rule Dimensions: 407.25' x 57.25' x 29.5' to second deck  
38' to upper deck

Scantling Nos: 15270 and 38600

Proportions: L/D - 10.72 depths to upper deck

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Plans of midship section and profile submitted, in duplicate, by the Builders direct.

As will be seen from the attached letter addressed by Mr. Turnbull, the Principal Surveyor at Newcastle, to the Secretary, the Builders are negotiating with Norwegian Owners through Messrs. Arnesen, Christensen & Smith of Newcastle, for the construction of this vessel, which will be similar to previous vessels which have been built for the Hopemount Shipping Co.

In accordance with Mr. Turnbull's suggestion minimum scantlings have been shewn on the plan.

It is proposed to electrically weld the butts and seams of the tank top and decks, also the butts of the shell plating below the waterline. Further the beams are to be constructed of angle bars fitted heel down with <sup>a</sup> space between the toe and the deck plating and attached thereto by means of short angle lugs. This system has already been approved by the Committee under the name of Free Flow System.

It is submitted the Builders be informed that the scantlings and arrangements as shewn and amended are such as could be recommended to the Committee for approval for the class 100A1 with a freeboard corresponding to a draught not exceeding that contemplated by the Rules for a complete superstructure ship having a tonnage opening, with the notation "Part shell butts also decks electrically welded".

The Owners' consent will require to be obtained to the system of beam construction proposed, and a suitable notation will also require to be made in the Register Book



in regard to this system. It might be added that in dealing with these proposed beams the following conditions have been observed:-

- (1) The moment of inertia and the section modulus have been made equivalent to those of the Rule beams.
- (2) The gap between the toe of the continuous angle and the deck plating <sup>limited to not</sup> ~~not to be~~ more than twice the distance from the plate to the neutral axis of the plate and angle, with a maximum of three inches.
- (3) The spacing of the attachment lugs <sup>arranged</sup> ~~to be~~ as required by the Rules for the spacing of intermittent electric welds.

14th October, 1938.

Ltr. 10. 10. 38.  
Asd. 14. 10. 38.  
2 plans 2 retained.  
P.C. Nwc.



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