

Twin Screw Motor Vessel "LARVIKSFJORD".

Rule Dimensions:- 345' x 50' x 34.25' to upper deck
25.5' to second deck.

Scantling Nos:- 11558 and 28808

Proportions:- Length = 10.07 depths to upper deck.

This vessel was built in 1930 by Messrs. A.B. Gotaverken under the Special Survey of the Norske Veritas, and is similar to the Motor Vessels "GUNNAREN" and "HAMMAREN", built in the same year and classed with this Society (L.R.).

The "LARVIKSFJORD" was wrecked by fire in the Autumn of 1931, and has now been purchased by Messrs. A.B. Gotaverken, who are proposing to repair her for seagoing purposes. Messrs. Rederiaktiebolaget Transatlantic, of Gothenburg, intending purchasers, desire the vessel to be classed with this Society, and the Builders have forwarded for examination, through the Gothenburg Surveyors, plans of the vessel as built.

Mr. Bulow states that the Owners have asked if the distinctive mark * can be added to the contemplated class of the vessel, seeing that more than 1,000 tons of new material, tested by the Society's Surveyors, will be required for the repairs, and that he has informed them that this is not possible, but that the notation "Rebuilt 1933" can be inserted in the Register Book against this vessel. (The total weight of steel in this vessel will be approximately 1750 tons, so that more than half of the steel is to be renewed).

The scantlings and arrangements indicated on the plans have been compared with the requirements of the Rules, and it is found that the scantlings of the double bottom generally are not quite equal to the tabular requirements, also the floors in the holds (clear of three-fifths length forward) are flanged to the tank top. As, however, the double bottom is 19 inches deeper than required and the solid floors, - on which are fitted four stiffeners port and starboard, these stiffeners not being required by the Rules - are 56 inches apart as against a spacing of 89 inches permitted by the Rules,

it is considered the double bottom as a whole could be accepted as equivalent to the Society's requirements.

The framing in the machinery space and in No. 2 hold is somewhat deficient, and compensation will require to be provided in the form of web frames or reversed bars. Some additional stiffening will also require to be fitted in way of the boss framing and to the watertight bulkheads, and other minor modifications made. These have been indicated on the plans.

The scantlings and arrangements of the remaining parts of the structure, also the equipment, are equivalent to the Rule requirements.

It is submitted Mr. Bulow be informed that as the vessel has suffered severe damage due to fire, the requirements of Clause 230 of the "Instructions to Exclusive Surveyors" should be complied with, and provided this be done, the scantlings and arrangements be found or made equivalent to those as shewn and amended on the plans, the Surveyors satisfy themselves with regard to the connections at the heads and heels of the widely spaced pillars in the tween decks, the new material be tested in accordance with the Rules, and provided the Rules for vessels not built under Survey be complied with, on receipt of a satisfactory report from the Surveyors, the vessel could be recommended to the Committee for the class 100A1 with a freeboard corresponding to a draught not exceeding that contemplated by the Rules for a complete superstructure vessel having a tonnage opening.

Mr. Bulow should also be informed that he is in order in informing the Owners that the distinctive mark ☼ cannot be added to the contemplated class of the vessel. A notation could, however, be inserted in the Register Book, as suggested, but this notation would be "Partly Rebuilt (with date)".

Ltr.4.L.32
Ansd. 15th.
9 plans
9 retained.

w183-0052 2/2

(Sgd) J.M. J.C.
E.P.
T.P.
14.11.32.
Lloyd's Register
Foundation