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S.S. "MELISKERK" ex "CESARIO" ex "D.A.D.G.No.76".

The scantlings of this vessel have been measured by the Hull Surveyors, whose report in two points is not quite in accordance with the figures shown on the plans originally approved by the Germanischer Lloyd.

The first discrepancy relates to the spacing of the frames in the fore peak which are stated to be 27 inches apart, instead of 24 inches as shown on the plan, but it is thought that the Surveyor may have taken this measurement along the shell plating instead of fore and aft, as in all the other German vessels the frame spacing in the peaks is 24 inches.

The second point relates to the scantlings of the forward and after peak bulkheads. The scantlings of the fore peak bulkhead might be considered as equivalent to the Rules in view of the support afforded by the sides and centre division of the chain locker.

The stiffeners of the after peak bulkhead are reported as being 5 x $2\frac{1}{2}$ x .40 ordinary angles instead of 8 x 3 x .48 bulb angle, but it is submitted that these might be accepted in this instance in view of the fact that the bulkhead is supported by the tunnel recess top at a distance of 8 ft. below the lower deck.

The other scantlings as reported might be considered satisfactory.

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