

S.S. "MAID OF SPARTA" ex "MINNA HORN" No. 66151 in Register Book,

Rule dimensions:- 363 x 50 x 23.72 to upper deck
31.64 to shelter deck.

Scantling Nos:- 73.72 & 26760

Proportions:- L = 11.47 depths to shelter deck.

This ex-German vessel was built by Rickmers A.G. at Geestemünde in 1913 and was classed in the Germanischer Lloyd Register Book 100A "with Freeboard". She is of the shelter deck type and is fitted with a tonnage opening aft.

The vessel has been under survey at Cardiff and the Surveyors have forwarded a First Entry Report and a Repair Report covering all the requirements of Section 48 of the Rules, and they also forward a midship section and outline profile and deck plan.

The scantlings and arrangements indicated on the plans and First Entry Report have been examined and compared with the requirements of the Society's Rules, and it is found that the framing and the beams are equivalent thereto.

With regard to the inner bottom, the centre girder is 2" deficient in depth, the margin plate is .06" light, the floors in the holds are .05" light, and the tank top in the holds is .07" light, but there are 3 side girders fitted in the ship as against 2 required by the Rules for a ship of this breadth.

The scantlings of the bottom and side plating and top sides are not equivalent to the Rule requirements. There is an average deficiency of .06" on each strake of plating, but the vessel is fitted with 2 complete steel decks whereas the Society's Rules only require a steel shelter deck, but the upper deck could be formed with stringer plates and tie plates only with a wood deck laid on the beams.



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The equipment as given on the First Entry report is equivalent to the requirements of Table 31 with exception of ^{the} a chain cable which is 28 fathoms short of the length required.

It is submitted that in view of the deficiencies the scantlings of the double bottom and outside plating, the vessel could only be recommended to the Committee for the class "Shelter Deck" with a suitable Freeboard assigned, subject the chain cables being made 270 fathoms in length.

The Cardiff Surveyors should be requested to state the spacing of the tank margin gusset plates, and the extent of the ceiling in the holds. It should be pointed out to them that the depth given in the numerals is not the depth required by the Society's Rules, as they state in their report that the moulded depth to the upper deck is 31ft. 7 $\frac{5}{8}$ whereas this is the depth to the shelter deck.

In reporting similar cases the Surveyors should state in their report the length and height of any projections above the upper deck which may be required in computing the equipment number.

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