

Single Screw Oil Tanker, Yard No. 756, proposed to be built by Messrs. Howaldtswerke A.G., with a view to class. Owners:- The Socony-Vacuum Oil Co.

Rule Dimensions:- 420' x 60' x 33'
Scantling Nos:- 13860 and 39060
Proportions:- Length = 12.73 depths.

Plans of midship section and general arrangement submitted, in duplicate, by the Hamburg Surveyors.

Plans of midship section and general arrangement were approved in New York by Mr. French, and copies forwarded to this Office. These were examined on the 20th January and found to be in order, excepting in respect of the thickness of the bottom plating in way of the longitudinal framing forward of half length.

On the 17th instant plans of midship section and general arrangement were submitted by Messrs. Sir Joseph W. Isherwood & Co.Ltd., on behalf of Messrs. Odense Staalskibsvaerft, and the plans now submitted by the Hamburg Surveyors are for a sister vessel.

Mr. Chisholm states that he has been informed by Messrs. Howaldtswerke that the scantlings shewn on the plan of midship section submitted by them, although in millimetres and the section material to German standards, are in accordance with those shewn on the midship section approved by Mr. French in New York. He further states that Mr. Pluymert, the Owners' Representative, desires that the scantlings approved by the Committee in this case shall not be less than those shewn on the plan already approved in New York.

It is submitted that provided

Compliance

the vessel will be eligible to be classed 100A1 "Carrying Petroleum in Bulk" with the notations "Longitudinal Framing", "Bracketless System".

Steel Note.

It will be observed that the thickness of the bottom



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plating in way of the longitudinal framing forward of half length has been increased to .66 to comply with the modified requirements of the Rules in respect of strengthening of bottom forward.

The section modulus or area (in the case of face bars) of the section material proposed by the Builders in metric units are not equal in certain instances to those shewn on the plan previously approved, and to which Mr. Chisholm refers, and it has been necessary to increase the thicknesses.

As there are a number of alterations the plans should be returned by Air Mail, as requested.

Handwritten initials

24. 3. 36.

Messrs. Sir Joseph W. Isherwood & Co. Ltd. are preparing certain of the plans for these vessels, and it is submitted they might be advised that a plan of midship section for this vessel has been approved to-day.

Print

24. 3. 36.

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2 24/3

*Ltr. 21/3. Anal. 24/3
2 plans 2 retained
ltr. Isherwoods*



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