

Motor Vessel "SILVERAY", No. 33789 in Register Book.

Dimensions:- 395' x 56.7' x 35.33' to upper deck.

This vessel was built in 1925 by Messrs. J.L. Thompson & Sons, Ltd., and is classed 100A1 "With Freeboard". The draught is that corresponding to a complete superstructure vessel.

In May 1933 the Owners proposed to close the tonnage opening and make the necessary alterations and additions so as to obtain a draught of 25 feet extreme. They were informed that with this additional draught it would be necessary to strengthen the side framing by fitting a number of reversed bars in the holds; further, that five of the watertight bulkheads, in addition to the collision bulkhead, would require to be extended to the weather deck, or alternatively a notation made in the Register Book respecting the omission of the tween deck bulkheads. This proposal, however, was not proceeded with.

A letter has now been received from the Sunderland Surveyors, together with plans of midship section and profile of the vessel as built upon which the Builders, Messrs. J.L. Thompson & Sons, desire to have indicated the additional requirements and alterations which will be necessary to permit of the vessel loading to a draught of ²⁶~~25~~ feet extreme.

The proposed draught is 60% of the way between that of a complete superstructure vessel (with the second deck assumed 8 feet below the upper deck) and a flush deck full scantling vessel.

The scantlings and arrangements as fitted have been compared with those obtained by interpolation between ^{the rule}~~those~~ ^{requirements} required for the above standard vessels, and it is found that the shell plating is deficient by .04, and the strength of the frames deficient by about 10%. There is also a deficiency in the topside material clear of the bridge.

As the draught desired is less than that corresponding to a flush deck full scantling vessel, the bridge, which extends from the three-fifths length aft to about 60 feet forward of

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amidships, can for the most part be considered as additional to the Rule requirements, and as the fitting of this bridge provides a stiffer vessel than that contemplated by the Rules for the draught desired, it is considered that this can be accepted as compensation for the deficiency in the thickness of the shell plating in way of the bridge. Clear of the bridge compensation will require to be provided for the deficiency in the thickness of the shell and also for the deficiency in the topside material by the fitting of a doubling plate.

It is therefore submitted the Surveyors be informed that provided additional reversed bars be fitted to the hold and tween deck frames as shewn on the plan, a substantial doubling plate be fitted to either the sheerstrake or the stringer plate clear of the bridge for the extent shewn, the hatch webs to Nos. 2 and 6 hatchways be reinforced as shewn, five of the watertight bulkheads, in addition to the collision bulkhead, be extended to the weather deck, and the scantlings of the bulkheads in the holds be made equivalent to the requirements of the Rules for the increased height, the scantlings and arrangements as a whole could be accepted for a summer extreme draught of 26 feet. If desired, the watertight bulkheads may remain as at present in the ship, provided the following notation be made in the Register Book:-
"Tween deck bulkheads, excepting collision bulkhead, dispensed with; Collision bulkhead to weather deck; 7 Bulkheads to "second deck".

(See separate endorsement re freeboard requirements).

Drawn no full scantling 26.81 ft

*2 to 19/11. Ansd. 27/11
2 plans 2 retained*

20 27/11



25. 11. 35.

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