

M.V. "SILVERAY", No. 71731 in the 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 ship.

A letter has now been forwarded by the Sunderland Surveyors in which the Builders state that the Owners propose to close the tonnage opening and make the necessary alterations and additions so as to obtain a draught of 25 feet, and they desire to be informed of the additional scantlings which will be necessary to obtain a freeboard corresponding to this draught.

The scantlings and arrangements have been examined, and it is found that the thickness of the shell and bridge side plating should be increased .015" and the strength of the frames by 5%. The height of the uppermost tween decks is 9'-6", instead of 8'-0" as contemplated by the Rules, and taking this into consideration the scantlings of the topsides, hatch webs and deck beams are such as could be approved with the increased draught.

Eight watertight bulkheads are fitted, seven to the second deck and the collision bulkhead to the shelter deck, instead of six as required by the Rules, and provided three reversed frames $3\frac{1}{2}$ " x $3\frac{1}{2}$ " x .50" be fitted at the middle of Nos. 1, 2, 4 & 6 holds, it is considered that these, together with the additional bulkheads, will provide the necessary additional stiffening to the shell plating and to the framing.

On account of the draught exceeding that of a complete superstructure vessel the bulkheads will require to be extended to the upper deck, or alternatively a notation made in the Register Book in regard to the omission of the tween deck bulkheads.

It is therefore submitted the Surveyors be informed that provided three reversed frames $3\frac{1}{2}$ " x $3\frac{1}{2}$ " x .50" be fitted at about the middle of the length of Nos. 1, 2, 4 & 6 holds, the reversed frames overlapping the frame brackets and the second deck beam knees, five of the watertight bulkheads, in addition

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to the collision bulkhead, be extended to the weather deck, and the scantlings of the bulkheads in the holds made equivalent to the requirements of the Rules for the increased height, the scantlings as a whole could be accepted for the increased draught desired.

Alternatively 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".

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22. 5. 33.

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Amend 23/5/33
2 plans.*

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*J.M.M.
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