

Messrs. J.L. Thompson & Sons' No. 588 - Owners: The Silverline
Ltd. - Dimensions: 435' x 58.66' x 39.31' to upper deck
29.56' to second deck

Plans were approved in November last for this vessel which is of the C.S.S. type with tonnage opening, the shelter tween decks being 9'-9" in depth.

The Sunderland Surveyors now forward a letter from the Builders in which the latter state that they have been asked by the Owners to ascertain what extra scantlings would be required on the basis that the shelter deck space was closed and with a view to obtaining a reduction in freeboard of 15".

The vessel is at present being plated, and, in considering the reinforcement, this has been borne in mind. The amended draught desired corresponds to the freeboard which could be assigned to a complete superstructure ship having a depth of 39'-3 $\frac{3}{4}$ " to the superstructure deck, and the second (freeboard) deck situated at 8 ft. below the superstructure deck, and the scantlings as proposed by the Builders and previously approved have been compared with those required by the Rules for the latter type of vessel. On this basis no additions are required to be made to the scantlings of the shelter deck beams, girders hatch webs or to the tween deck framing.

The scantlings of the main framing, however, clear of the deep tanks [where deep horizontal girders are fitted] are deficient, also the thickness of the shell plating and top-side material.

It is submitted the Surveyors be informed that provided the tonnage opening be closed, and the following reinforcements be fitted, a reduction in freeboard of 15" could be permitted:-

- (1) All rule watertight bulkheads, excepting the after peak, to be extended to the upper deck, and the scantlings of the hold and tween deck stiffeners and plating, also the tunnel stiffeners and plating to be reinforced to be equivalent to

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the requirements of the Rules for this increased height. Alternatively, the scantlings and arrangements of the bulkheads and tunnel may remain as already approved, provided a notation regarding the omission of the tween deck bulkheads be made in the Register Book and the Owners' consent be obtained.

(2) Reverse bars $3\frac{1}{2} \times 3\frac{1}{2} \times .44$ to be fitted to every fifth frame between the after peak bulkhead and bulkhead 40, in the engine room, and between bulkhead 105 and frame 126, and also between 144 and the collision bulkhead; the reverse bars to overlap the frame brackets and the lower deck beam knees and be adequately riveted thereto.

(3) To compensate for the deficiency in the shell plating and topside material, the stringer plate should be doubled for $\frac{3}{5}$ length amidships, the doubling to be .44 in thickness.

With the reduction in freeboard limited to 15", no additions are required to be made to the scantlings of the weather deck beams, girders, and hatch webs.

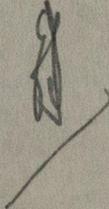
Ltr. 5.10.

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JKB. A. 82B.

13th October, 1938.

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