

~~284~~

Single Screw Steamer No. 287 proposed to be built by Messrs.
A/S Fredriksstad Mek. Verksted with a view to class 100A1 "With
Freeboard" "Strengthened for Navigation in Ice".

Rule Dimensions:- 358' x 57' x 35' to upper deck
23.5' to second deck.

Scantling Nos:- 11277 and 31683

Proportions:- Length = 10.2 depths to upper deck.

Plans of midship section, profile and decks, and shell
expansion submitted, in triplicate, by the Oslo Surveyors.

The general design of this vessel is somewhat similar
to the same Builders' Yard Nos. 281 & 283. The boilers are
proposed to be placed on the second deck, instead of on the
inner bottom.

It is submitted that provided

Compliance

the vessel will be eligible to be classed 100A1 with a freeboard
corresponding to a draught not exceeding that contemplated by
the Rules for a complete superstructure vessel having a tonnage
opening, with the notation "Strengthened for Navigation in Ice".
Steel Note.

The vessel is of a length to require six watertight
bulkheads to be fitted. It is observed from the plans, however,
that the bulkhead required to be fitted between the engine room
and the after peak bulkhead is proposed to be omitted.

Compensation for the omission of this bulkhead has been indicated
on the plans in the form of a deep web, or, alternatively, the
framing through^{out}/thishold increased by $1\frac{1}{2}$ m/m in thickness.

It is submitted the Surveyors be informed that the Special
Survey of the vessel during construction may be proceeded with,
but before she is finally classed in the Register Book it will
be necessary for a letter to be furnished by the Owners desiring
the omission of the bulkhead in question, in the terms of
Section 17, Paragraph 2(c) of the Rules.

If this be done a notation will be made in the Register

Book in respect of the bulkheads as follows :-

"Intermediate BH in after hold dispensed with; 5 BH".

This vessel and the same Builders' No. 289 were originally intended to be constructed to class with the Norske Veritas, and the anchors and chain cables have been ordered to be delivered with Norske Veritas certificates.

It is submitted the Surveyors be informed that in the circumstances the Norske Veritas test certificates for the anchors and cables will be accepted in this instance.

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