

s.s. "VESTFOLD"

Dimensions:- 535 x 74 x 48.75

Proportions:- L/D = 11

Class:- 100A1 "With Freeboard"
"Whaling Service"
"Carrying Oil Fuel in bulk F.P.
above 150"

A letter has been received from the Sea Transport Office, Glasgow, stating that it is proposed to carry out a similar conversion of this ship to that of the "TAFELBERG". Large hatchways are to be cut in the weather deck, the transverse bracing between this deck and the second deck between the girders port and starboard is to be removed to permit of the carrying of vehicles in these tween decks.

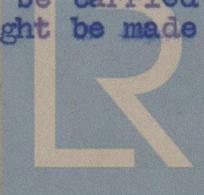
Mr. McEwan from the above Office has called at this Office and handed in an outline plan showing the proposed alterations. It is understood that the present draught of 33'8³/₈" extreme is to be maintained and the coamings on the weather deck made 12" in height as in the "TAFELBERG". A strength calculation has been made and it is considered that with hatchways of the breadth proposed it will be necessary in order that the existing draught might be maintained to fit a doubling plate 66" x 80 port and starboard on the strake immediately above the quarter girders. This doubling should extend from frames 77 to 142 and from 156 to 178. Local doublings should also be fitted at the corners of the new hatchways and in way of the nest of hatchways which are to be arranged on the second deck. The existing openings for access to the blubber boilers in the wings should be efficiently plated over.

In view of the omission of the cross bracing and pillars between the quarter girders, beams 36" deep with face bars 7 x 3 x 40 bulb angles should be arranged on frames 73, 84, 142 and 156 and at the ends of the new hatchways and the hatch side coamings supported by cantilevers from the quarter girders at each transverse in way of the hatchways. The cantilevers and the deep beams should be supported by backing up brackets on the outer side of the girders. The cantilevers should have an outboard depth of 36" and be stiffened on the face by a 6 x 3 x 40 angle. Additional pillars should be fitted supporting the quarter girders at the after end of No. 3 hatch, at the forward end of No. 2 hatch and at both ends of No. 1 hatch, the existing pillar at the middle of No. 1 hatch being deleted. If practicable, an additional pillar should also be fitted at frame 113. If this additional pillar cannot be fitted, then the pillars on frames 106 and 120 should be reinforced.

On account of the extra loads to be carried on the weather deck, the brackets on the transverses at the ship's side should be suitably increased as in the "TAFELBERG".

A copy of this endorsement has been handed to Mr. McEwan, together with copies of the plans of the ship as built on which has been indicated the above modifications, and he has arranged for new sketches to be submitted for approval on these lines so that the necessary information might be conveyed to the Newcastle Surveyors, at which port the alterations will be carried out. In the meantime, so that the Newcastle Surveyors might be made aware of this case, they should be informed as above.

(MS. Profile "Vestfold" handed to Mr. McEwan, who will return these in due course.)



Lloyd's Register
Foundation

10th July, 1942.