

Steel Screw Motor Vessel, number not given, proposed to be built by Messrs. Helsingors Jernskibs -og Maskinbyggeri with a view to class 100A1 "With Freeboard".

Rule Dimensions: 350' x 50.5' x 31.75' to upper deck  
23.25' to second deck

Scantling Nos: 10930 and 28600

Proportions: L/D - 11.

Hodgson

A letter was received from Mr./enclosing one addressed to him by these Builders, in which it was stated that they are tendering for a vessel for Scandinavian Owners, which is to be a sister ship to their No. 253, ~~which was~~ built to the class of the British Corporation.

It appeared that the Builders regard it essential that their working plans for the previous vessel should be used, and that the number of rivets, rivet spacing etc. should remain unaltered. A preliminary examination of the plans was made from which it ~~would appear~~ <sup>WAS FOUND</sup> that the riveting proposed was uniformly below this Society's requirements for important parts of the structure, and the Surveyors were requested to discuss this matter with the Builders, and to inform them that the particulars of riveting shewn on the plans could not be approved unless modified to comply with the requirements of the Rules.

A reply has now been received from the Surveyors stating that the Committee's comments have been discussed with the Builders, who desire to discuss the matter further, when the minimum number of amendments that the Committee is prepared to accept have been indicated to them.



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The plans have been fully examined, and the minimum requirements indicated thereon, credit being given wherever possible for such scantlings ~~which~~<sup>as</sup> are in excess of this Society's requirements.

The riveting as already referred to has been amended to be in accordance with the Society's practice. The scantlings of the double bottom are in general slightly below the requirements, but as the bottom shell plating is .02 in excess, it is thought that these small differences, with the exception of the struts on the bracket floors, may be accepted. The side framing is equivalent to the Society's requirements, but it has been necessary to increase the attachment of the frames to the brackets and of the brackets to the margin plate. The topside sheer strake and strake below are rather below the Society's Rules, but the area of the strength deck is in excess, and it is considered that the scantlings as proposed could, with a small amendment to the sheerstrake, be regarded as equivalent to those of the Society. The deck beams and knees at both decks have been increased to accord with the Society's Rules, and a similar course has been followed in regard to the hatchway side girders and hatch webs at the second deck. The thickness of the upper deck plating abreast the machinery casing and the thickness at the after end has been increased to the minimum required by this Society. It has been found possible to slightly reduce the thickness of the side shell plating and of the second deck plating amidships.

This case has been fully discussed in this Office with Mr. Hodgson, who has expressed his agreement with the amendments



made to the plans.

It is noted that it is proposed to fit five bulkheads instead of six as required by the Rules. Suitable structural compensation in the form of a web frame has been provided, but before the vessel is 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, Para. 2(c) of the Rules. If this be done a suitable notation will be made in the Register Book in respect of the bulkheads.

It is submitted the plans be returned to the Surveyors, who should be informed generally as above, and requested to discuss the matter further with the Builders.

X

*Jan*

*W.T.*

23.8.39.

*Ad.*

Ltr. 12.8.  
Ansd. 24.8.  
5 plans 5 retained



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