

COPY.

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

19th January, 1939.

Dear Sirs,

M.

I duly received Mr. Lodder's letter of the 2nd instant enclosing a copy of one in connexion with the plans, approved by him, of midship section, profile and decks of the Steel Screw Vessel, Yard No. 669, proposed to be built by Messrs. Wilton-Fyenoord for Messrs. Halcyon Lyn, together with a copy of each of the plans in question, and I have also to acknowledge the receipt of his further letters in regard to this case.

The scantlings and arrangements have been examined in this Office and found to be generally in order, but I have to draw attention to the following points :-

(1) In view of the fitting of the large deep tank amidships the case has been examined under the terms of Section 13, Paragraph 1(h) of the Rules, and it is considered that the thickness of the upper deck plating as approved is in order without additional stiffening, it being noted that the doubling plates at the corners of the openings have been increased in breadth and thickness and arranged with fillets at the corners of the hatchways.

(2) It is suggested that the strake of plating on the second deck adjacent to the machinery casing in way of the

W290-0111(113)

COPY.

No. 669.

- 2 -

coal hatch should be reduced to 10.5 m/m in thickness and compensation provided by fitting a doubling plate outside the coal hatch, or alternatively by increasing the thickness of the stringer plate.

(3) As the hatchway on the second deck in the tonnage well is situated immediately below the tonnage opening above, the coaming of the second deck hatchway should be 18" above the deck.

(4) The frames in the machinery space have been determined on the basis of a height to the third deck, and steps should therefore be taken to ensure by means of suitable through beams that this deck has adequate lateral support.

It is observed from Mr. Lodder's letter of the 9th instant that the vessel is to be used for the carriage of ore, and in regard thereto I am directed to suggest that Mr. Leeuwenburg should call on the Builders and intimate to them that when the Society has been approached in connexion with a matter of this kind, ~~and~~ their recommendations have been on the following lines :-

(a) The margin connections, also the second deck beam knee riveting, increased.

(b) An additional pair of rivets fitted in about three seams of shell plating in the neighbourhood of the neutral axis in the fore and after body.

(c) Solid floors fitted to every frame, as recommended by Section 10, Paragraph 4(b) of the Rules, and the thickness

COPY

No. 669.

- 3 -

of the inner bottom plating increased as suggested in Paragraph 6(b) of this section, or alternatively two thicknesses of ceiling fitted.

(d) All points of discontinuity minimised as far as possible, which, in addition to the doublings at present arranged, might include the fitting of 6" x 6" double riveted angles at the corners of the hatchways within the half length amidships.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,
ROTTERDAM.



© 2019

Lloyd's Register
Foundation

W290-0111(313)