

Freeboard Dept

Steel Screw Steamer No. 565 proposed to be built by Messrs. A. V. & S. for Messrs. Stoomvaart Maats. "Oostzee", with a view to class 100A1 "With Freeboard".

Rule Dimensions:- 420' x 56' x 37' to upper deck.

Scantling Nos:- 15540 and 39060

Proportions:- Length = 11.35 depths to upper deck.

Plans of midship section, profile and decks, and details have been approved by Mr. Edgar at the Rotterdam Office.

The copies of the approved plans forwarded to this Office have been examined, and it is submitted Mr. Edgar be informed with regard to the points raised in his letter, it is noted that the Steamer is similar to the same Builders No. 462 (S.S. "AALSUM"), but that that vessel was built under the Rules with a different arrangement of bulkheads.

As the frame spacing has been reduced to 26½ inches, the tween deck frames from the 1/5th length from forward to the ½ length from aft may be on alternate frames as proposed.

With regard to the disposition of bulkheads, to which Mr. Edgar draws special attention, the Steamer is of a length to require seven watertight bulkheads to be fitted, in number as indicated on the profile plan. Two of these bulkheads, namely the boiler room bulkhead and one situated only eight framespaces forward of it, comprising the forward and after boundaries of a short oil fuel bunker. It is considered that these bulkheads, being only 17'-8" apart, are rather too close together, and the length of No. 2 hold, namely 101'-7", rather too great for the bulkhead forming the forward boundary of the oil fuel bunker to be considered as one of the bulkheads required by the Rules for watertight subdivision.

To obviate additional strengthening being fitted in No. 2 hold on account of the arrangement of bulkheads and a notation being made in the Register Book regarding these bulkheads, it is thought that an amended arrangement of oil



fuel bunker might be adopted which would <sup>avoid</sup> ~~obviate~~ any alteration to the general arrangement of the steamer as proposed by the Builders. This would consist of leaving the oil fuel bunker of the length as proposed at the centre part in way of the hatchway, but making it 30'-11" at the vulnerable part, namely at the sides of the ship. With this amended arrangement of oil fuel bunker there would be no necessity for any bulkhead notation or any additional strengthening in No. 2 hold.

There are one or two other minor points requiring further consideration, which have been indicated on the plans, together with the proposed modification of oil fuel bunker mentioned above indicated in blue pencil, and it is submitted the best course would be for the plans to be returned to Mr. Edgar, who should discuss the case with the Builders.

*S.H.*  
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