

s/s "KATANGA" ex s/s "KELTIER"

SPECIFICATION for the construction of a water tight compartment at After end of N°1 tween deck space between water tight bulkhead on frame 143, and a new water tight bulkhead to be constructed between frames N°148 and 149 in tween deck space.--

The existing watertight bulkhead on frame 143 is constructed with continuous bulb angle stiffeners on forward side and new tweendeck is connected to bulkhead in similar manner as stringer plate is attached at ship's side.

Frames and bulkhead stiffeners to be cut at deck level, stringer plates to be renewed also new thwartship deck plate about 24" wide to be made to connect existing deck to bulkhead plate, all complete with continuous 3.1/2" x 3.1/2" x 38" angles, frame brackets, etc.

New water tight bulkhead to be built of plate 0.28" thick with 20 stiffeners of 5" x 3" x 0.36" angles ^{run through boundary bars} suitably attached to decks. Existing deck girder in way to be cut and bracketed to new bulkhead.

Compartment to be well ventilated by 4 ventilators of 8" diam. 2 of which to be downcast with cowl heads and internal trunks to within 9"-12" from the deck, and 2 to be upcast with special extractor heads, the upcast ventilators not to be with internal trunks. Heads of all ventilators to be efficiently protected by close mesh netting.

Efficient flooding arrangement to be made by direct connection with ship's wash deck and fire service, taken through deck by water tight deck piece and connected to a specially constructed spray pipe 3" diam. arranged to wet and flood all parts of the compartment simultaneously.

2 Sounding pipes with lead striking plates and 2 thermometer tubes to be fitted.

Pumping out arrangements to be made and Worthington Duplex pump 6" x 4" x 6" to be provided and placed in convenient position on deck with steam and exhaust connections from existing deck steam pipes.

W435-0046 (1/2)

Pump to be fitted with a discharge pipe directly over board about 8' ~~xx~~ or 10' clear of ship's side. Discharge pipes to be easily portable and adapted to port or starboard sides.

Suction pipes to be arranged to pump from port and starboard sides and small hat-boxes to be fitted in stringer plates for this purpose, suction pipes to be fitted in hat-boxes and openings of boxes to be covered by perforated plates. Pump and pipes to be of special construction and with jointing and packing as demanded for use with Benzine.

Existing scupper pipes to be removed and holes in deck made tight, dismantled scupper pipes to be refitted forward of new W.T. bulkhead.

Two hatches to be constructed on weather deck to give access to compartment from port and starboard sides.

Hatch openings to be of size about 6 ft. by 5 ft. and to be constructed to classification rules, complete with necessary beams, rest bars, 3" wood hatches, batten cleats and bars, also efficient locking gear of approved type.

Interior of compartment to be lined throughout with wood 1.1/2" thick fastened with copper nails as required by the regulations for the transport of explosives or benzine in drums. Wood which was used for former magazine to be utilised as far as possible.

All pipes in interior of compartment, suction, sounding, flooding & thermometer pipes to be in copper or otherwise to be entirely cased in.

Any electric cables or connections in the space to be disconnected and refitted as required to comply with the regulations.

The whole old and new structure to be made watertight in the best possible manner to the ^{agreement} arrangement and satisfaction of Lloyd's Register surveyors and Owners' representatives and tested.

Antwerp, 13th March 1928.

Pump to be fitted with a discharge pipe directly over board amid
8' knarr or 10' clear of ship's side. Discharge pipes to be easily
portable and adapted to port or starboard sides.

Exhaust pipes to be arranged to pump from port and starboard
sides and small hat-boxes to be fitted in stinger plates for this
purpose, exhaust pipes to be fitted in hat-boxes and openings of boxes
to be covered by perforated plates. Pump and pipes to be of special
construction and with jointing and packing as demanded for use with
benzine.

Existing exhaust pipes to be removed and holes in deck made tight.
Unfitted exhaust pipes to be refitted forward of new W.F. bulkhead.
Two hatches to be constructed on weather deck to give access to
compartment from port and starboard sides.

Hatch openings to be of size about 6 ft. by 8 ft. and to be con-
structed to classification rules, complete with necessary beams, port
and starboard, 3" wood hatches, battens, clamps and bars, also of latent locking
type of approved type.

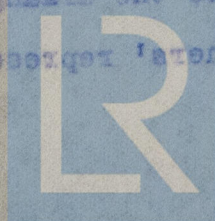
Interior of compartment to be lined throughout with wood 1 1/2" or 2"
fastened with copper nails as required by the regulations for the
transport of explosives or benzine in drums. Wood which was used
for former magazine to be utilized as far as possible.

All pipes in interior of compartment, exhaust, sounding, flooding &
thermo-water pipes to be in copper or otherwise to be entirely encased in
any electric cables or connections in the space to be disconnected
and refitted as required to comply with the regulations.

The whole old and new structure to be made watertight in the best
possible manner to the arrangement and satisfaction of Lloyd's Register
Surveyors and Owners' representatives and tested.

Antwerp, 12th March 1908.

for
MAGAZINE
"KANTANCA"



Lloyd's Register
Foundation



Vesse