

Steel Screw Steamer No.9, proposed to be built by The Kjøge
Vaerft Skibs og Maskinbyggeri, with a view to class 100A1.

Rule Dimensions:- 289.8 x 42.98 x 21.75 ft. to Upper Dk
x 29 ft. to Bridge Dk.

Scantling Numerals:- 6303 and 18760

Proportions:- L.=13.32 depths to Upper Dk.
10 " " Bridge Dk.

Owners:-

Dampskibs.D.F.K.

Plans of midship section, and profile & decks, also stern
frame and rudder, in duplicate, handed in by Mr. Lonberg Holm,
representing the Builders, with whom the scantlings and
arrangements have been discussed.

It is submitted that provided

C O M P L I A N C E

the vessel will be worthy to be classed 100A1.

One set of the plans to be retained.

The Owners have already given their written sanction to the
construction of the vessel in accordance with the Society's
Revised Rules.

With regard to the material of which the vessel is to be
constructed, the Builders' representative stated that the side
framing is delivered in the yard; about two thirds of the
material has been delivered in Denmark, and about one third
yet remains to be ordered. Mr. Lonberg Holm was unable to
give any information as to where the material was made or
whether it had been tested either by the Surveyors to this
Society or by any other Classification Society.

He was informed that before the material already delivered
could be accepted by the Committee for use in the construction of
a vessel to be classed by this Society, they would require to be
fully satisfied with regard to its manufacture and testing.

As regards the material yet to be delivered this will have
to be tested by the Society's Surveyors.



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W463-0043(1/2)

Steel Screw Steamer No.9, proposed to be built by Messrs.The
A/S. Kjøge Værft Skibs-og Maskinbyggeri, with a view to class
100A1.

Rule
Dimensions:- ~~28988~~²⁸⁹¹⁸ x 42.98 x 21.75 feet.

This vessel is of a length to require 5 watertight
bulkheads to be fitted, but on the plan of profile only 4
bulkheads are shown, the intermediate bulkhead in the forward
hold being omitted.

Suitable structural compensation for the omission of the
bulkhead has been provided in the form of a deep web frame
in the forehold.

A letter has been received from the Owners (Dampskibs.D.F.K.)
requesting that the bulkhead in question might be dispensed
with subject to adequate compensation being provided, as the
bulkhead prescribed by the Rules would seriously interfere with
the stowing and discharging of timber cargo in the Baltic
trade in which service the vessel is to be engaged.

In view of the above, the proposal to omit the bulkhead is
submitted for the favourable consideration of the Committee,
subject to the following notation being made in the Register
Book on the completion of the vessel, as follows:-

"Intermediate BH in forehold dispensed with: 4 BH only".

21.2.23

hold disp.



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W463-0043(212)