

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.

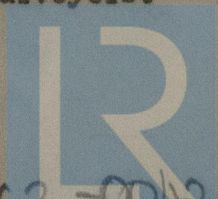
One set of the plans to be retained.

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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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 <sup>28918</sup>  
Dimensions:- ~~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

*Noted*



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