

S.S. "BULGARIAN" EX "OTTO KALTHOFF" No. 77718 IN SUPPLEMENT

Owners:- Messrs. Westcott and Laurance Line Ltd.

Rule dimensions:- 291.7 x 41 x 21.25 to Upper Deck
x 28.25 to Bridge Deck

Scantling Nos:- 62.25 and 18158

Proportions:- Length = 13.72 depths to Upper Deck
= 10.32 " to Bridge Deck

This ex-German Steamer was built by the Flensburg Shipbuilding Co., in 1904 and was classed 100 $\frac{A}{4}$ in the Germanischer Lloyd Register Book.

She is of the single deck type with a long bridge extending to $\frac{3}{5}$ ths of the vessel's length, a poop and forecastle ~~is~~ ^{are} also fitted.

Four watertight bulkheads only are shown on the profile plans instead of five bulkheads as required by this Society's Rules.

As compensation for the omission of a bulkhead ^{the} in the fore hold frames are found to be sufficiently in excess of the Society's requirements, ~~to compensate~~ for the omission of the bulkhead. This form of compensation has been approved in several previous cases.

The scantlings and arrangements have been examined and compared with the Rule Requirements, and it is found that they are equivalent to the requirements of the Rules.

It is submitted that provided the requirements of Section 48 of the Rules for vessels not built under survey be complied with, the Surveyors satisfy themselves



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regarding the panting arrangements, the strengthening of the bottom forward, the scantlings of the bulkheads and tunnel, special attention to be given to the bridge deck plating in view of the thickness of plating indicated on the midship section, the tank margin connections to receive special consideration as no spacing of gussets is indicated on the plans, and the supports to the hatchway side coamings on the upper and bridge deck should be reported upon as sufficient information is not given on the plans regarding the strengthening to the coamings & on a favourable report being received from the Surveyors on the completion of the survey, the vessel will be worthy to be favourably recommended to the Committee for the class 100A- with the notation "Intermediate bulkhead in fore hold ^{dispensed with,} ~~omitted~~; 4 B.H. only".

The equipment indicated on the midship section is such as could be recommended to the Committee for the Figure 1, and the Surveyors should report upon the equipment actually on board, and should forward test certificates of anchors and chain cables. The equipment letter is "s".

The Owners request the plans to be returned to them as soon as possible, and they should be asked to be good enough to forward copies of these plans for the information and guidance of the Surveyors who will carry out the survey.

28.6.21.



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