

Steel Screw Steamer "MELITA", Messrs. Barclay, Curle & Co's.

No. 517, built in 1918.

Dimensions : 520 x 67 x 45'-9" amidships.

This vessel is a sister ship to the same Builders' No. 518 ("MINNEDOSA"), classed 100A1 "Awning Deck with Freeboard".

The vessels are built with a long forecastle and bridge combined, 413 ft. long, above the awning deck, and above this deck is the promenade deck 200 ft. in length extending to the ship's sides supported upon stanchions fitted to alternate beams, side corner plating only being fitted at the forward and after ends of the erection, while above the promenade deck is a boat extending, also to the ship's sides, for practically the same length. Deck houses, of the usual type associated with a passenger vessel, are fitted between these decks.

Damage has occurred to the superstructures in the form of cracks in way of the doors, and loose riveting has been found at the ends of the superstructures.

Dr. Montgomerie reported in December last that he had examined this evidence of working, and he understood that the Owners had placed themselves in the hands of the Builders in respect of the nature and extent of the repairs to be undertaken, which appeared to be of a more expensive character than the circumstances of the case appeared to warrant.

The report of the survey and repairs carried out has now received the consideration of the Glasgow Committee, who, in forwarding a memorandum submitted by Dr. Montgomerie, state that they consider this is a case which should receive special consideration.

The repairs effected are in the nature of local strengthening in way of the parts which have shown signs of working, doubling plates being fitted at the ends of the bridge

WS13-0147 1/3

deck at the side of the extreme ends of the large deck houses.

The Corner side plating between the Bridge deck and the promenade deck has also been renewed with plating of increased thickness, and also the bulwark plates above, and this plating reinforced by additional web struts.

In way of the boat deck the deck plating has also been doubled at the ends, and between these parts in way of the davit sockets extra strengthening has been fitted locally.

Dr. Montgomerie states in his report to the Committee that :-

"The superstructures have been constructed in accordance with the practice of the Committee and with the approved plans. An investigation has been made of the scantlings, and it is found that the amount of continuous longitudinal material provided for in the structure of these houses is less than what would be necessary if it were desired to reproduce the stress conditions at the boat deck which are obtained at the bridge deck".

This statement is concurred in.

In this connection, when the Revised Rules were under consideration, the Rules were originally framed so that the longitudinal material necessary was to be such that the moment of resistance of the section of the vessel taken to the top of the deck houses should not be less than provided in the Rules for the section when taken to the upper or strength deck, and where deck houses are of such length as to be subject to the general straining action of the vessel itself, this standard is necessary, but as some views were expressed that this requirement did not correspond to general practice, the requirement was not embodied in the Rules.

The matter was considered, it being pointed out that in a vessel of the size of the "OLYMPIC", the increased thickness of plating necessary to comply with this requirement would mean an appreciable increase in the weight of steel used in the construction of the deck houses.

Comparisons were made, however, with a number of classed vessels, and it was found generally that while some

WS13 - 0147 213

increases in scantlings in way of the deck houses were involved by the paragraph as given in the draft Rules, the question appeared to be one rather of re-arrangement of material than of a substantial difference in weight.

In connection with the present case under consideration, the additional strengthening which has been arranged between the Builders and Owners may be considered as being local strengthening applied in way of the parts affected, and will undoubtedly strengthen the structure at the ends of the erections in way of the entrance doors to the deckhouses, probably obviating further trouble at these parts.

BH 23.2.25.



© 2020

Lloyd's Register
Foundation

WS13 - 0147 3/3