

Freeboard Deft

Steel Twin Screw Turbine Steamer No.283 proposed to be built by Messrs.Ansaldo, Sestri Ponente, for the Soc.Italiana de Servizi Marittimi with a view to class with this Society.

Rule Dimensions: 515 x 66.27 x 42 to C.S.S. upper deck

Scantling Numbers: (Equivalent ship) 18088 & 52216

Proportions: Length = 12.26 depths to upper deck.

Plans of midship section, profile and decks, sections in the machinery space including the scantlings of the deckhouses, and stem, submitted in duplicate by the Genoa Surveyors.

It is stated that the vessel is similar to the same Owners' S.S."ESPERIA" which is not classed with this Society.

While the plans were being dealt with a telegram was received from the Surveyors with regard to an amendment to the depth of the double bottom and the plans have been dealt with in accordance therewith.

The vessel is of the complete superstructure type having three structural decks throughout with two additional non-structural decks towards the ends of the ship, and two tiers of deckhouses above the upper deck.

The draught desired is 23'-7 $\frac{1}{2}$ " moulded which is about 4'-6" less than that corresponding to the freeboard which could be assigned to a complete superstructure ship.

The rule frame spacing and the frame spacing proposed to be adopted is 30 $\frac{1}{2}$ " and 27 $\frac{1}{2}$ " respectively. The Surveyors should point out to the Builders that the shell plating forward of the 3/5ths length will have to be increased ^{as shown on the plan} to be in ^{that associated with} accordance with the midship Rule frame spacing ^{to comply} in accordance with the Society's requirements.

The plans have been dealt with on the understanding that no cargo is to be carried in the trunked hatchways.

As the draught desired is less than could be assigned as a Complete Superstructure vessel, the scantlings have been adjusted for this draught, and it is submitted they might be approved by the Committee, with the written consent of the Owners, for the class 100A1 with a freeboard corresponding to a moulded draught of 23'-7 $\frac{1}{2}$ " *for all seasons*.

Steel Note.

It is noted that the steamer is also to be classed with the Registro Italiano. The plans however have been dealt with only as regards classification with this Society, and any adjustments which may be considered necessary owing to the vessel being also proposed to be classed in the Registro Italiano should be made locally.

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WWS



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