

s.s. "AUSTRALIC"

Owners : Rederi Transatlantic (G. Carlsson, Mgr.)

Deep Tanks for carrying Palm Oil

This steamer was built in 1907, and is of the shelter deck type with tonnage opening.

A letter has been received from the Gothenburg Surveyors, forwarding plans, showing the proposed alterations in way of No.2 hold, so as to enable palm oil to be carried, the Owners ^{also} desiring the arrangements to be such as not to interfere with the carriage of general cargo.

The forward end of the new palm oil tanks will be the existing bulkhead on frame 144, and the after end will be a new bulkhead on frame 114. There will be an intermediate bulkhead at frame 138, at the ship's sides, recessed aft at the centre to frame 131.

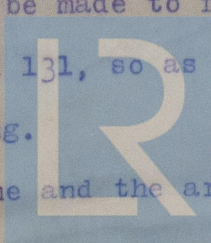
The forward tank is a short one, but, to meet the Owners' requirements, the after tank is of considerably greater size than usually fitted, the length being 48 feet between the bulkheads at ship's side, and 34 feet at the centre line in way of the recess.

It is submitted the Surveyors be informed that, having in view the length of the after tank, it is considered necessary that the transverse wash plate fitted under the deck at frame 124 should be extended down to the inner bottom at the ship's side and at the centre line, so as to form an effective partial bulkhead, and in this way break up the volume of oil in this compartment.

If this is done, the dimensions of the tank shown on the sketch submitted could be approved.

Arrangements should be made to fit transverse tie plating at the top of bulkhead 131, so as efficiently to support the bulkhead and its stiffening.

Provided this be done and the arrangements be carried



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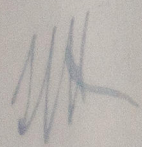
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out as shown and amended on the plan and to the Surveyors' satisfaction, the proposals could be approved.

The new bulkheads should be double riveted, but, as approved in the case of the Elder, Dempster s.s. "NEW BROOKLYN", on the 11th May last, the existing transverse bulkhead at frame 144, the inner bottom, and the deck plating, may remain single riveted, provided the tanks be tested under water pressure to the satisfaction of the Society's Surveyors, when, on completion of the alterations, and on receipt of a satisfactory report from the Surveyors, the notation "Carrying Vegetable oil in deep tanks" could be assigned.

It is considered that on account of the heavy compressive stresses which would have to be borne by the weather deck plating, if the ship went to sea with the tanks filled, but without other cargo, intercostal girders should be fitted to the shelter deck plating for about the half length amidships, midway between the ship's sides and the side of the deck openings. These need not be fitted in way of the existing deck houses, but should be scarphed with the sides of the same.


31.8.28 


Ltr. 25/8 Ansd. 31/8

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