

Gross Tonnage
Less Crew Space
Less above Crown of

H192

Depth "d" at middle of length. See Secs. 2 & 13.

16.575.01

Managers

S.S. "H. SKOGLAND"

A First Entry Report has been received from Mr. Dykes at Hamburg on this Ex-German Steamer.

Mr. Dykes states that the deep ballast tank has been constructed in conformity with sketches now forwarded with his Report.

The tank is stated to have been tested as required by the Rules.

On comparing the scantlings of the tank with the Rule Requirements and the usual practice, it is found, with regard to the bulkheads, that the stiffening is equivalent to the Rules, but that the plating is deficient in thickness, the Rules requiring this to be ~~.30~~ to .36 with 24" spacing of stiffeners, the thicknesses indicated on the plan being .26 to .35 with 30" spacing of stiffeners. The tunnel stiffening is somewhat deficient. An efficient middle line bulkhead and quarter pillars are fitted. The ship's sides are strengthened by means of two web frames and two side stringers. The beams of the tank deck are slightly below the Rule Requirements and the deck plating is .30" in thickness instead of .40" as usually required. The scantlings of the tank are less in some respects than would be required in a vessel originally constructed to class with Lloyd's Register, but, in the circumstances, and in view of the tank having been satisfactorily tested, according to the First Entry Report, it is submitted ^{for consideration} that the same might be approved.

W.C.H.
1.9.21.



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W694 - 0126

tar and thickness

* If Iron or Steel Deck, state if whole or part, and if

Reg. Book
No.
No.
in Dr.
No.
No.
Round
DE
Inches
Size
Ship
180
84
130
Steel
not
140
40
90
Steel
not
140
40
90
Steel