

Steel Twin Screw Motor Ship No. 1569 proposed to be built by Messrs. Swan, Hunter & Wigham Richardson, Ltd. with a view to class 100A1. Owners: Port Line Ld.

Rule Dimensions: 498.25' x 68' x 41.5' to upper deck
33.42' to second deck

Scantling Nos: 20637 and 54518

Proportions: L/D - 12.0

Plans, in triplicate, of midship section, profile and decks, sternframe and rudder submitted by the Builders direct.

This vessel is a sister ship to the same Builders' No. 1515, "PORT JACKSON", (the plans of which were approved on 4.12.35), excepting that one frame space is to be added to the length, the increase being made in the machinery space. It is also intended in the new vessel to weld the butts and seams of the tank top plating.

It is submitted provided

compliance

the vessel will be eligible to be classed 100A1 with a freeboard corresponding to a draught not exceeding that contemplated by the Rules for a complete superstructure ship having a tonnage opening.

It should be pointed out that since the plans of No. 1515 were approved, the Rules in respect of the scantlings of the hold framing forward of the $\frac{1}{2}L$ amidships have been amended, and it will therefore be necessary to modify the scantlings of these members *as shown on the plans.*

It should be noted that the diameter of the Tayco cable as proposed, namely $2\frac{3}{8}$ " , represents only an equivalent to the tabular diameter of $2.12/16$ ". If, therefore, it is desired that the increase to the diameter made in No. 1515 to meet the Owners' requirements shall be applied in the new vessel, then the Tayco cable should be $2.7/16$ " diameter. It should also be pointed out that the tabular length of the hawsers, ~~including~~

2 including annual requirements
Owners' ~~requirements~~, with the increased dimensions is 120
fathoms.

egh *SR* *SH*
8.2.39.

Ltr. 31. 1. 39.
Asd. 8. 2. 39.
8 plans 4 retained.
P.C. Nwc.

223



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Lat. 31.1.30.
Long. 8.8.30.
3 days 2 nights.
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