

SPECIFICATION FOR THE CONVERSION OF L.C.T. Mk. 3. (LCT 430)

General. The existing side coamings to be stiffened to form the sides of a strengthened trunk, and the holds to be decked over, and cargo hatches fitted. After part of trunk to be built up to provide additional accommodation, bridge wheelhouse, and master's cabin to be provided above. These alterations, together with the other items called for, to be in accordance with this specification, and the drawings supplied. Work to be under Lloyd's survey, and all rivetting, welding, and other details not specifically mentioned to be to Lloyd's rules.

Trunk Stiffening. Existing $7 \frac{1}{2}$ lb. plate brackets on odd number frames to be retained, and vertical angle stiffeners to be fitted in way of even number frames. Additional 10 lb. brackets to support deck ledge to be fitted as shown on plan. A horizontal angle stiffener 2 feet above main deck to be fitted to trunk side. In way of hatch end beams an arch type web frame to be constructed, which is to extend down to tank top.

Deck Beams. Deck beams to be 5" x 3" x 8.5 lb. angle bar, and half beams to be $3 \frac{1}{2}$ " x $2 \frac{1}{2}$ " x 6.05 lb. angle in way of even number frames. Beams in forward compt. to butt against existing beams, and connected by 20" x $\frac{3}{8}$ " buttstrap which may be welded.

Pillar girders. Hatch coamings to be stiffened by 5" x 3" x 3" bulb L. at lower edge, to form girder. Bulb L to be supported from beams by brkts. as indicated. Elsewhere girders to be formed by 5" x 3" x 8.5 lb. angle runner with 10 lb. intercoastal flanged to deck.

Pillars. Hold pillars to be of 6" x 3" x .36" channel section double back to back, plug welded. Well bracketed to beams and tank top as shown. Elsewhere pillars to be solid of dia. given or of equivalent section.

Bulkheads. to be of 10 lb. plating with $4 \frac{1}{2}$ " x 3" x $\frac{3}{4}$ " angle stiffeners as shown on Drawing No. C.1.

Decking. To be of 10 lb. plating with double rivetted butts and single rivetted laps. Rivets to be $\frac{5}{8}$ " dia. pan heads with hammered points. 10 lb. doubling plates to be fitted at hatch corners as indicated.

Cargo Hatches. To be 32' x 14' as shown, with hatch webs spaced $5 \frac{1}{4}$ " apart. Hatch boards to be $2 \frac{1}{2}$ " thick, and provided with suitable hand holes. Battening cleats to be spaced 2 ft. apart and welded to bulb angle stiff. Support brackets to bulb angle stiff to be fitted, and all to be in accordance with drawing C.5.

Companion Hatches. To be fitted for access to forward store space, and two, one on each side, for access to engine room. To be constructed of 10 lb. plating, with 24" coamings, and $\frac{5}{16}$ " steel door. All to drawings supplied.

Raised Forecastle. To be of 10 lb. plating, 3'6" above existing deck, and extending from prow to 12" forward of Fr. 2. Beams to be 5" x 3" x 8.5 lb. angle supported on middle line by girder and one pillar as indicated on Drawing 2.3. Underdeck stiffening, for deck fittings to be added as required.

Brow Sealing. Brow to be welded up as indicated on Drg. C.3. and further secured by 15 lb. brackets as shown. After removal of rubber sealing strips, if ramp can be hove up sufficiently close, a run of weld on both inner and outer sides is to be preferred to the sealing plates called for on plan. (The ramp was sealed by the alternative method. Sealing strips being omitted. C.V.J.H.)

Watertight Floors. The floor in the duct keel on Fr. 17a to be made watertight.

Manholes to Duct Keel. Manholes to be resighted to aft ends of hold spaces to provide access to strum boxes, the fitting of gratings and non-return valves in the manhole cover plates permit the drainage of hold water into the duct keel.

Clearing Scuppers. The clearing scuppers fitted forward of frame 2 to be removed. The holes in inner, and outer bottoms to be blanked off by the fitting of spigot plates.

Sub-division. The sub-division of the double bottom and wing compartments to be broken down as follows.

(a) Double bottom. Watertight bulkheads on frames 17, 25, 25a, 33 and 41 to be punctured by an adequate number of drain and air holes to allow water to communicate between adjacent tanks.

(b) Wing tanks, Bulkheads, on frames 25 to be treated in a similar way to D.B. tanks, and bulkheads on frame 25 (portside only and 41 p & s to be cut to provide an opening approx. 6'-6" x 2'6". A flat strip 2" x .25" to be fitted around opening and welded to form Tee section to edge.

Deck Bar to Trunkside. The existing deck bar fitted to original coamings to be welded at the butts, and caulked.

Superstructure. A steel superstructure to be fitted at aft end of trunk as shown on Drg. 0.6.

Breakwater. A steel breakwater to be fitted at main deck level as shown on general arrangement drg. and detailed on Drg. C.14.

Accommodation. Accommodation to be arranged as shown on drawing No. C.4. and fitted out to owners instructions.

Ventilation. Ford Store. Existing 10" dia. cowl vents to be retained but coamings to be replaced by one 3' high and .32" thick

Holds. Two 10" dia. cowls to be fitted to each space, one at each end, and on opposite sides as shown on G.A. drg.

E/Room. To be as fitted except for the 12" dia. cowls which are to be extended as shown.

New Crew Space As called for on plan.

All vent coamings to be modified as necessary to conform with Freeboard Rules as to height, and thickness. All to be provided with wool plugs, and canvas covers.

Guardrails. To be fitted all round main, trunk, and superstructure deck to be 3 ft. high, and spaced 5 ft. apart approx.

Steering Gear. To be extended up to new wheelhouse.

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Secondary Steering. Arrangements to be provided for steering with aft capstan.

Lifeboats and Stowage. Two 16 ft. lifeboats certified to carry 13 persons, to be carried under davits as shown. All arrangements to be as indicated on plans, and to conform to M.O.T. requirements.

Hold Ceiling. Hold to be ceiled all over with 2" pine laid on battens and provided with hatches in way of manholes.

Cargo Battens. Battens 4"x2" to be worked around holds. To be fitted in angle iron rests, and clear of bulkhead stiff a $\frac{1}{2}$ " airspace to be allowed behind battens.

MACHINERY REQUIREMENTS.

General. Machinery to be opened up for Lloyd's survey and any modifications or replacements called for by the Society's surveyors to be effected.

Main Engines. To be derated to 380 B.H.P. at 1100 R.P.M., with a max. cyl. pressure of 850 lb. Sq. inch.

Spare Gear. An approved amount of spare gear to be carried aboard.

Pumping arrangements. Pumping arrangements to be as shown on Drg. No. C.9.

- (a) Piping to be arranged at ship to provide the best run. If possible bilge main to be run on outboard side of ship trunk.
- (b) Ballast pump to be resited in forward space as shown, and partitioned off.
- (c) Bilge injectorⁿ arrangements to be clearly marked "For Emergency Use Only". All new valves sounding pipes etc. to be clearly labelled.
- (d) New sounding pipes to duct keel to be arranged at ship as conveniently as possible.
- (e) Duct keel to be converted as indicated as a bilge well, manholes cut as gratings and fitted on underside with a flap type non-return valve to be located at aft ends of compartments.



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