

After the vessel was lost, as a matter of interest an investigation was made into the stresses on the vessel in the condition of loading at departure to see if that loading was abnormal or in any way calculated to impose unusual stresses on the vessel during the voyage. In point of fact it was found that the loading was not unreasonable. In the calculations certain assumptions were made regarding the filling of double bottom tanks and other loading to make the condition agree with the information available. It has been found:-

1. Section modulus of the ship at the top of trunk is 670 in.² ft.,
in accordance with para 144(b) of the Rules 1941
whereas the section modulus ~~required by Load Line Committee~~ for a vessel having a draught of 5 ft. this being the departure draught, is only 455 in.² ft.

2. On a wave equal to 1/20th of the ship's length the maximum stress at the trunk deck in the above condition was 5.2 tons per square inch compression in the sagging condition and 5.9 tons per square inch tension in the hogging condition. These stresses are slightly below those contemplated by the Load Line Regulations if the usual formula $BM = \frac{\Delta L}{35}$ where $\Delta = .75L \times B \times d + 35$ ~~is used.~~ and $L =$ *length of ship.*



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