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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

Your Ref:-
SEC/SHIP/CMB.

25th March, 1935.

Dear Sirs,

M. I duly received your letter of the 19th instant regarding a proposal to lengthen the M.V. "CLYDEFIELD" by 30'-6", the additional length being introduced between either Nos. 4 and 5 or Nos. 5 and 6 tanks and the existing deck erections remaining unaltered, and the contents have been noted.

With regard thereto I have pleasure in stating that the scantlings and arrangements of the vessel as built have been examined, and it is found that in several respects, particularly the thickness of the deck plating and stringer, also the thickness of the longitudinal bulkhead plating, they are in excess of the Society's minimum requirements, and a section modulus calculation shews that the standard of longitudinal strength is equivalent to that represented by the practice of the Committee for the increased length.

In the circumstances no additional strengthening will be required if the vessel be lengthened as proposed, the minimum freeboard corresponding to the increased length being assigned.

The scantlings of the new portion should be made the same as those originally fitted in the ship.

In the above circumstances your question as to the minimum freeboard which could be assigned assuming no additional

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M.V. "CLYDEFIELD".

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strengthening is fitted, does not arise.

The addition to the length has the effect, however, of increasing the equipment number by one grade, and it will be necessary to increase the equipment on board to be equivalent to that required for letter b† Table 53 of the Rules. If the proposal is to be proceeded with particulars shewing your proposals in this respect, or those of the Owners, should be forwarded for consideration.

The increase in length will involve a reduction of about 6 inches in the existing draughts.

I am, Dear Sirs,

Yours faithfully,

Secretary.

Messrs. Cammell Laird & Co.Ltd.,
Shipbuilding & Engineering Works,
BIRKENHEAD.



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Foundation

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