

Do. of access of Hatch
Do. above Crown of
Engine Room ...
Gross Tonnage
Less Crew Space
Less above Crown of

S.S. "ALDECOA".

Messrs. The Sociedad Espanola de Construccion Naval's No.17.

When the First Entry Report on this vessel was received, it was observed that an alteration had been made below the second deck from the arrangements indicated on the approved plans, the deep tank abaft the Engine Room being dispensed with, and the length of No.3 hatchway at the second deck being increased.

The Surveyor was requested to report whether the side coamings and pillars at No.3 hatchway had been increased in strength, in view of this alteration *a reply has now been received.*

It is submitted the Bilbao Surveyors be informed that the extra thickness of deck plating is of such slight assistance to the strength of the coaming girder that it is practically negligible. To strengthen the girder so as to avoid pillaring at the sides of the hatchway is impracticable, on account of the small depth of girder fitted, and it is considered the only practical manner in which the necessary support can now be obtained is by fitting hatch side pillars below the second deck at frame 48, these pillars being formed of four angles of 150 x 150 x 12 m/m., or equivalent section.

It should further be pointed out to the Surveyors that with pillars fitted at the corners of the hatchway, as is the case here, the load on the hatch side coaming is not in any way transferred to the centre line bulkhead fitted clear of the hatchway.

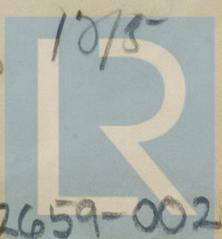
It is also submitted that the Bilbao Surveyors should be informed that when alterations such as in the present case are contemplated in classed vessels, they should take steps to inform this Office at an early stage.

BH

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