

M.S. "SAMANCO",
Messrs. Harland & Wolff's Yard No.1156.

Dimensions:- 440' x 62.5' x 40' to shelter deck.
30.75' to upper deck.

Class:- 100A1 "With Freeboard".

The plans for this ship were originally approved on the basis of a draught corresponding to the freeboard which could be assigned to a complete superstructure vessel.

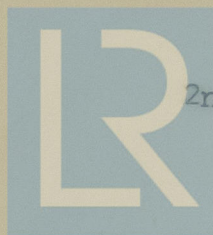
In dealing with the plan of midship section it was assumed that the quarter girders were intended to be fitted at 11'3" port and starboard, and the scantlings of the second and third deck beams were amended to correspond to a 22'6" unsupported span. It was noted, however, from the deck plan that the girders in question were to be fitted in line with the hatch side coaming, giving an unsupported span of only 20'. In these circumstances the scantlings of the beams as originally proposed for these decks, and as shewn on the deck plan, were approved.

In February, 1942, the Builders asked for particulars of the alterations in scantlings necessary to permit of an increase of 18" in draught. They stated at that time that the side framing reverse angles were rolled, frame bars ordered, and remainder of double bottom and bottom shell delivered.

In reply the following was approved:-

Frames in peaks 9 x $3\frac{1}{2}$ x .38 B.A.
Frames in Engine Room 8 x $3\frac{1}{2}$ x .40 B.A. with 5 x $3\frac{1}{2}$ x .40 reverse frames on alternate frames to upper stringer, forming 9" girder.
Frames in holds 8 x $3\frac{1}{2}$ x .40 B.A. with 5 x $3\frac{1}{2}$ x .40 reverse frames, forming 9" girder.
All bulb angles to weather deck.
Side shell plating to be increased to .66 for half length.
Shelter deck plating increased to .62 at 20' openings and .60 at motor casing opening.

There is nothing further in the correspondence which is not covered by the approved plans.



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