

Messrs.Helsingors Jernskibs. No.170 building for
Det Forenede Dampskibs Selskab, with a view to class 100A1.

Rule Dimensions: 181.02 x 31 x 13.5

Plans of this vessel were approved on the 5th instant, when the hatchway coamings on the upper deck were amended to be 24 " in height as required by the Rules, in instead of 16" as proposed.

A letter has now been received from the Copenhagen Surveyors stating that the Owners desire these coamings to be 16" in height, as originally submitted, as, owing to the nature of the cargo carried on the upper deck, it would be a great ^{dis-}advantage if the height of the hatchway coamings was increased to 24".

The coamings are stated to have been fitted 16" in height in the Owners' previous vessels "YDUN" and "ODIN" built in 1910 to class with the Bureau Veritas.

The vessel is of the poop, bridge and forecastle type and the hatchways in question are of small dimensions, Nos.1 & 2 hatchways in the forward well being 7'-8" x 6'-0" and 15'-4" x 9'-0" respectively, and No.3 hatchway in the after well being 13'-5" x 10'-0".

The bulwarks in the forward well are 4'-6" high, which is in excess of the usual height, and in the after well are the same height as the erections.

Hatchway coamings on upper decks of less than the Rule height of 24" have been approved for fully classed vessels in the Irish trade belonging to Messrs.G.& J.Burns and the Laird Line, the heights of the coamings varying from 12" to 20". These coamings were protected by high bulwarks and kept specially low so as to avoid injury to cattle.



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It is submitted that, in the first instance,
a letter should be received from the Owners stating the
nature of the cargo to be carried on the upper deck, and
the reason for proposing to reduce the height of the
hatchway coamings to 16", and further if the coamings of
the reduced height have been found satisfactory in service
in the case of the S.S. "YDUN" and "ODIN" referred to.

[Handwritten signature]
16.10.23.

[Faint handwritten signature]

Wreckboard copy.



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