

ol Twin Screw Motor Vessel "U5" proposed to be built by
Chantiers et Ateliers de Penhoet at St. Nazaire for
W. Wilhelmsen, with a view to class 100A1 "with freeboard"

Dimensions:- 137.15 x 18.28 x 11.76 metres to upper dk.
9.32 " " second dk.
(449.85 x 59.96 x 38.57 ft.) (amended)

sting Nos (Amended):- 1613 and 4120

portions:- Length - 11.66 depths to upper dk.

The plan of midship section for this vessel was
it with on the 22nd January and a plan of profile and decks
the 17th March last.

The plan of midship section shewed the vessel to be
the 3 deck type and it was stated that a tonnage opening
ld be fitted. It was pointed out, when the plan was
urned that the scantlings had been dealt with on the
umption that the three steel decks were continuous.

On receipt of the profile plan at a later date, it
observed that the 3rd deck was not continuous, and the
ntlings of the upper deck were amended to be in accordance
h the requirements of the Rules for a vessel with two Rule
eel decks, the 3rd deck being treated as a platform deck
ly.

Amended plans which were recently furnished to the
Nazaire Surveyor by the Builders for stamping as duplicates
those previously approved shew important modifications to the
iginal approved design. The rule depth of the vessel is
increased 6", since the position of the second deck is raised
that amount; the third deck is raised 12", and there is now
tumblehome on the vessel's sides (The Builders do not
refer in the correspondence to these alterations) The height
of the wing brackets at the bilge has at the same time been
diminished by 18 $\frac{1}{2}$ ". The modifications in the position of the
decks conjointly with the diminished height of the wing brackets

increases considerably the value of the Rule "d" governing the size of the frames and the depth of the hold is increased by 12".

In their last letter the Builders state they desire to be informed as to the modifications which would be required if the width of the hatchways on the second and third decks were increased from 5 m. 50 as at present to 7m32, as this increase is desired by the Owners.

In view of the modifications of scantlings which would be required on account of the alterations in design, the Surveyor at St. Nazaire was requested to wire information as to the material already rolled, and a reply has now been received, from which it appears that the main frames in the holds and machinery space have not yet been rolled, and this is so far satisfactory, as the principal alterations required to be made to the scantlings concern the side frames of the vessel.

The increased size of frames required on account of their increased spaces have been indicated on the revised plans, but in view of the possible difficulty of obtaining these dimensions of channel frames in France, it may be necessary to adopt eventually other dimensions of equivalent strength.

With regard to the other points mentioned in the Builders' letters, the Surveyor should be informed as follows:-
Shell plating, double bottom, bilge keels.

The Builders proposal to fit alternate strakes of shell plating 16 & 17 m.m. respectively in thickness as shewn on the plan, instead of a uniform thickness of 16½ m.m. as previously approved, and the modification in the dimensions of the double bulb angle reversed frames and vertical stiffeners at the intercostal side girders of the skeleton floors in the double bottom can be approved and no objection is taken to the alterations in the dimensions of the bilge keel.

Third Deck.

As the third deck has been regarded as a platform deck only, the width of the hatchways may be increased to 7m32 as desired, without any increase to the thickness of the deck plating, and the coaming angle may be 90 x 70 x 10 m.m. as proposed.

Second Deck.

The suggested increased width of the hatchways 7.32 does not exceed that contemplated by the Rules for a second deck and accordingly no alteration would require to be made to the thickness of the plating of this deck.

Hatchways.

If the width of the hatchways be increased to 7 m 32 as desired by the Owners, the overhang of the half beams in way thereof will be correspondingly reduced, and the reversed angles on the half beams can be reduced from 200 x 100 x 13 m/m to *90 x 90 x 13 m/m fitted only on alternate half beams*

Upper Deck

The scantlings of the stringer plate and of the deck plating as now proposed can be approved.

Centre line & transverse bulkheads, deck girders and wide spaced pillars

The scantlings shown on the detailed approved plans have been modified where necessary.

Machinery Compartment

It is noted that the length of this compartment has been reduced and that the fitting of a strong beam at the second deck would obstruct the upper platform around the motors. This beam may be dispensed with subject to suitable compensation being provided as amended on the profile plan.

Centre girder in fore peak, centre line deck girder between Frames 168 & 174, forecastle deck beams, side plating of poop and forecastle

The Builders' remarks are noted.

Pillars in tween decks

As the girder at the centre line between frames

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7 and 109 will now be continuous, the pillars previously required at these frames may be dispensed with.

It is submitted that provided

Compliance

vessel will be worthy to be classed 100A1, with a freeboard corresponding to a draught not exceeding that contemplated by the Rules for a complete superstructure vessel with a tonnage limiting.

General Note.

The Surveyor should be requested to draw the Builders' attention to the necessity of conforming to the plans as approved, and to the necessity of submitting for approval any modifications to these plans, where such is desired, before the work is put in hand.

*The Surveyor should
forward full particulars on
Form 116 for the Prosecution
inquest of freeboards
S.W.B.*

*S. J. S.
7.5.26*



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