

Steel Screw Motor Vessel (Yard No. 1587) Proposed to be built by the Cantiere Navale Triestino, Monfalcone, with a view to class 100A1 "With Freeboard".

Rule Dimensions:- 400 x 53 x 35.83 to upper deck

Scantling Numbers:- 14333 and 35533

Proportions:- Length = 11.16 depths to upper deck

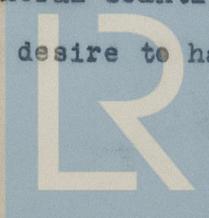
A letter has been received from the Trieste Surveyors enclosing a copy of the scantling sheet and endorsement approved in the Trieste Office.

The draft desired is about 24'-6" extreme which is about 3" less than that of a standard complete superstructure vessel without tonnage opening or 1" less if a tonnage opening be fitted.

The vessel is of the same dimensions and ^{general}~~same~~/design as the same Builders Nos. 155, 6 & 7 (for which plans were approved at Trieste on 25th October, 1924) but has a complete superstructure deck instead of poop bridge and forecastle as in the previous vessels.

It is proposed to fit a forecastle on top of the superstructure deck and fit a third deck in Nos. 1 & 5 holds only.

The Surveyors state the Builders desire to use the same drawings as for Ships Nos. 155, 6 & 7, but to make new tracings shewing the amended scantlings, which will be submitted for approval should it be decided to proceed with the construction of the vessel. Meanwhile the Builders have been informed as to the general scantlings which might be approved and the Surveyors desire to have information of these



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and guidance upon several matters of detail raised in their letter.

It is submitted the Trieste Surveyors be informed that the scantlings proposed and indicated on the copy of scantling sheet enclosed with their letter have been examined and are generally in order, and with regard to the several point raised in their letter, it is further submitted they be informed, as follows:-

red:- The following reductions in the scantlings proposed could be Frames on 2nd Tween decks forward of $1/5$ length forward $7\frac{1}{2}$ x $3\frac{1}{2}$ x .36 B.A. from forward to ^{two} frames abaft Forecastle, Remainder may be 7 x $3\frac{1}{2}$ x .36 B.A. Intermediate Frames on Forecastle may be 4 x $3\frac{1}{2}$ x .36 O.A. scarphed provided remaining frames are of peak bulb angle size.

With regard to the proposed height of centre girder it should be observed that the Rule depth of margin plate amidships clear of the third deck is 39" and not 34" as given on the scantling sheet: in way of the third deck, the Rule depth would be $35\frac{1}{2}$ ".

It will therefore be necessary to make the centre girder and margin plates of the Rule depth, viz:- $42\frac{3}{4}$ " and 39" respectively.

It is noted that on account of the change in the design from F.S. to C.S.S. type., the frame spacing ~~to be~~ ^{although} ~~adopted~~ is the same as in the previous vessels, viz:- 27", ^{5.} 4" less than the Rule spacing. Since the actual spacing is less than 30" the frames in the upper tween decks may be fitted to alterante frames, as in previous similar cases.

The panting frames and frames forward of $3/5$ length will require to be in accordance with the Rule requirements for the type of vessel now proposed.



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In view of the actual frame spacing being less than 30" the rivets attaching shell plating to frames may be spaced 7 diameters apart (except panting frames, peak and deept tank frames, etc.)

Provided the above be done the scantlings are such as would allow the vessel to be classed 100 A1 "With Freeboard" corresponding to a draught not exceeding that contemplated by the Rules for a complete superstructure vessel.

In view of the radical nature of the alterations involving a change in the type of ship it is considered that if the construction be proceeded with, fresh plans should be submitted.

The Surveyors should forward full particulars for provisional freeboard assignment on Form 11b if a tonnage opening is to be fitted, or on Form 11c if no tonnage opening is to be fitted.

6.2.25



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