

add amidships as per
R13 = 11' 3"

S.S. "H.M. FLAGLER".

Mld. Dim. 462.75' x 60.0 x 37.17 to Shelter Deck.

A report No. 885, dated 29.10.30, has been received from the Mobile Surveyor through the New York Office, in which it is stated that freeboards have been assigned to this vessel by the American Bureau under the American Freeboard Regulations for Tankers.

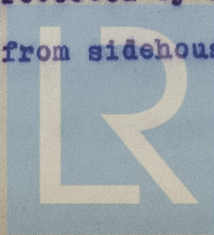
The following is extracted from the report:-

....."The following changes have been made to conform to the U.S. Loadline Regulations.
"Intermediate channel stiffeners $7 \times 3\frac{1}{2} \times 3\frac{1}{2} \times 15/32$ "
"fitted at the fore end of the boiler casing on shelter deck and $5 \times 3\frac{1}{2} \times 3/8$ " reverse angles fitted to present stiffeners on exposed casing sides.
"The forward end of passageway between boiler casing and quarters aft closed with $\frac{1}{2}$ " steel plate and watertight doors.
"Coamings of all doors on shelter deck increased to a height of 24 inches.
"Steel bolted plate cover fitted to forward cargo hatch in lieu of wood battens.
"Freeboard assigned by American Bureau of Shipping $10'2\frac{1}{2}$ " from top of steel deck at side"...

This vessel is classed 100A1, Shelter deck with freeboard, "Carrying petroleum in bulk", and the freeboards assigned by the Committee were the minimum permitted by the British Freeboard Regulations.

It is one of the conditions of the Convention Regulations for tankers that a forecastle not less than 7% of the length of the ship and not less than the standard height should be fitted. The machinery casings are to be protected by an enclosed poop or bridge of at least standard height, or by a deckhouse of equal height or equivalent strength.

There is no forecastle on the shelter deck. The machinery casings are not protected by a poop or deckhouse, but obtain some protection from sidehouses and from a



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bulkhead which has now been fitted at the forward end of the casing.

There are 18 bulkheads in the ship, but only 3 of these extend to the shelter deck. The expansion trunk, however, extends from the second to the shelter deck, and the hatchways on the shelter deck are fitted with steel watertight covers.

An estimate has been made in this Office on the assumption that a forecastle was fitted and from this it would appear that the minimum "tanker" freeboard permitted by the Convention Regulations is 9'8".

The assignment made by the American Bureau is 10'2½". It would therefore appear that an increase has been made in the freeboard, amounting to 6½ inches, on account of the absence of deck protection forward and aft.

In this connexion it should be noted that at the meeting of representatives of the Assigning Authorities and the Board of Trade on the 18th instant, it was stated by the Board's representatives that it was the intention of the Convention that reduced "tanker" freeboards could only be assigned when a forecastle of the dimensions specified was fitted, and when the required protection to the machinery casings was provided.

It is evident that the American Authorities are not interpreting the Regulations in this way, but are increasing the freeboard when the deck protection is not equal to the standard.

As stated above, this vessel is classed 100A1, Shelter deck with freeboard, but it is not considered that the method adopted by the American Authorities should affect the class of the vessel as at present recorded in the Register Book.

It is therefore submitted the New York Office be

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informed that no objection is taken to the freeboards assigned by the American Bureau.

They should therefore verify the freeboard marking, and forward the usual verification of marking form in order that the records in the Register Book may be amended.

21.11.30.

OK. 21.11.30.

To 21/11



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