

EQUIPMENT.

These vessels are to be built to the order of the United Fruit Company and are intended for the West Indian Fruit trade. They are of fine form and are to carry, in service, a cargo of considerably less density than that contemplated by the Rules, in the ratio of about 120 cubic feet per ton to 50 cubic feet per ton.

The maximum designed draught of 23'6" is intermediate between those corresponding to a Full Scantling Vessel and a Complete Superstructure Vessel under the new Rules, namely 26' 7" and 22'1 1/2" moulded respectively.

Mr. R.S. Johnson, representing the Builders, has seen the Chief Ship Surveyor with regard to the equipment proposed to be supplied to these vessels.

The Builders were informed that the equipment indicated on the plans are generally practically equal to that required by the Rules for one grade less than actual grade in the Tables for the vessel.

Mr. Johnson has queried this statement and has suggested that the equipment proposed by the Owners is only slightly below that full rule requirement. The Owners have stated that these vessels are sister ships to several others engaged in the same trade which have been furnished with this equipment and have proved entirely satisfactory on service.

The only respect in which the equipment provided falls short of the full rule requirement is in regard to the diameter of the stud chain cable which is proposed to be 1 15/16" instead of 2". The aggregate weight of the anchors and the other details of the equipment are equivalent to the rule requirements.

Mr. Johnson has contended that in view of the reduced displacement of this vessel, a reduction in the size of the cable might be permitted.

This question has not hitherto been raised and, dealing with the case on its merits, it is felt that Mr. Johnson's contention must be supported for the following reasons - A full scantling vessel would have a displacement of about 7,600 tons with a diameter of cable of 2", while the actual vessel has a displacement of 6,600 tons with 1 15/16" cable. It might be said from some points of view that the main pull on the anchor chain is entirely determined by the displacement, which argument would permit a reduction from 2" to 1 7/8". On the other hand it must be admitted that with a reduction in draught there is an increased surface exposure to wind pressure. It is very difficult to say definitely what is the relative importance of wind pressure and displacement. It certainly does appear on its merits that the diameter of chain cable proposed viz - 1 15/16" is sufficient for the purpose, which opinion is borne out by the experience of the Owners in vessels of this type engaged in carrying fruit.

It is therefore submitted that no reasonable objection can be raised to the opinion expressed by the Owners and Mr. R.S. Johnson, and that in this particular instance having regard to the particular circumstances of trade the diameter of cable of 1 15/16" may be approved.



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