

at
bridge

Steel Screw Steamers Nos. 51 & 52 proposed to be built by Messrs. Nakskov Skibsvaerft with a view to class 100A1 "with Freeboard". Owners:- Messrs. Przedsiębiorstwo Państwowe Żegluga Polska, of Gdynia.

Rule Dimensions:- 232.12' x 35.75' x 20' to upper deck.
27.5' to bridge deck.

Scantling Nos. (Equivalent Depth):- 4331 and 12630

Proportions:- Length = 11.60 depths to upper deck.
8.45 depths to bridge deck.

Moulded Draught:- 15'-6" for all seasons.

Plans of midship section, profile and decks, including bulkheads, shell expansion, &c., submitted, in triplicate, by the Copenhagen Surveyors.

The draught desired is less than that corresponding to the freeboard which could be assigned as a flush deck full scantling ship, and in accordance with the previous practice in vessels of this size the scantlings have been determined on the basis of a virtual depth corresponding to the draught desired.

On the midship section it is stated that the Owners require extra ice strengthening in accordance with the Finnish Government Rules to be provided beyond the requirements of Lloyd's Register, and the Builders give particulars of this extra strengthening. In the Surveyors' letter submitting the plans it is stated that the Builders would be pleased if this extra strengthening ^{could be} ~~is~~ taken into consideration in determining the scantlings to be approved. In view of this, the Surveyors were requested to state if the Owners' consent had been obtained to the reductions proposed on account of the closer spacing of the frames (which is part of the Finnish Government requirements), also if it was desired that the Owners' extras as shown on the plans be approved as additions to the Society's Rules.

Mr. Macleod, one of the Society's Surveyors at

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Copenhagen, and the Builders' Representative, have telephoned to this Office yesterday in regard to these points. It appears that the Owners live in Poland, and that the Builders are not prepared to obtain their consent to the reductions proposed on account of the closer frame spacing, and, in the circumstances, they state that the Society must deal with the matter as they think fit.

The particular point in question is that, in order to carry out the specified requirements in respect of strengthening for ice, the frames must be spaced more closely than required by the Rules, in the vicinity of the load water line. These closely spaced frames, associated, of course, with closely spaced beams, are ^{necessarily} extended around the entire girth of the ship, and the Builders' proposal is that they would be entitled to reduce the scantlings of the bottom and of the decks, in respect of this closer spacing, ^{at which parts} ~~in cases~~ ~~where~~ no strengthening for ice is involved.

This is quite a reasonable proposal, but it is considered it should be approved subject to the consent of the Owners being obtained, as the conditions of the contract in this respect are not known.

The Builders, however, have stated that they do not wish to apply to the Owners, and the plans have therefore been amended to give effect to this decision, ^{no reductions being permitted.}

It is submitted that provided

Compliance

the vessels will be eligible to be classed 100A1 with a freeboard corresponding to an all seasons moulded draught of 15'6", with the special notation "Strengthened for Navigation in Ice".

Steel Note.



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