

"FORT CARILLON".

Dimensions:- 416' x 56.87' x 37.33' to Upper Deck  
28.58' to Second Deck.

Class:- 100A1 "With Freeboard".

Draught Extreme:- 26'11 $\frac{1}{4}$ ".

This vessel was completed in May, 1943, by the  
Davie S.B. & R. Co.

The ship has been under survey at Middlesbrough on  
account of the following damage to 2nd deck hatchway coamings and  
deck plating:-

No.2 Hatchway. Side coamings and rider plate fractured  
completely at mid-length (p & s) in way of weld, and deck sagged  
18" on the starboard side, and 14 $\frac{1}{4}$ " on the port side.

No.4 Hatchway. Starboard side bulb angle coaming and deck sagged  
1". Port side coaming sagged about  $\frac{1}{2}$ ". Coaming plate fractured  
through weld on the starboard side (rider plate not fractured).

No.5 Hatchway. Starboard side coaming completely fractured in  
way of weld, including rider plate. Deck sagged about 5".  
The port side of the tween deck is partially occupied by  
accommodation. This accommodation excluded cargo on this side  
and the steel bulkheads contributed to the support of the deck.

The iron ore cargo was carried in the tween decks and  
piled to within about 2' of the underside of the weather deck  
hatch beams at the normal angle of repose without any attempt  
being made to trim the ore so as to distribute the weight over  
the full area of the tween decks. The ore cargo stowed at about  
20 cubic feet per ton, and the tween decks loads were stated to be  
as follows:-

No.2	-	489 tons
No.4	-	343 "
No.5	-	290 "

The vessel also encountered very heavy weather and was  
stated to have pounded heavily. Repairs are being carried out  
to restore the ship to her original condition, without any  
additional stiffening being fitted. Similar trouble is stated  
to have occurred on the sister vessel, "FORT MINGAN", which is  
also discharging at Middlesbrough. The Owners' representative  
has requested that the question of additional stiffening of the  
hatchway coamings should be submitted for the consideration of  
the Committee.

On the basis of the loading contemplated by the Rules, the loads to be carried in way of the hatchways would be approximately:-

No.2	-	280 tons
No.4	-	410 "
No.5	-	230 "

It will therefore be seen that there was considerable overloading of the deck, and this would be accentuated due to the ore not being trimmed, and also by the heavy weather which the vessel experienced.

With regard to the suggestion that the question of additional stiffening to the hatchway coamings might be considered, it should be noted that the hatch end beams would also be affected. To take account of such abnormal loading as was carried on this voyage would involve not only an increase to the scantlings of these members, but the depth would also require to be considerably increased. This would not appear practicable, and it is considered the more reasonable method of dealing with such loads would be to provide, at such times, local supports under the concentration of ore. If it is desired that such supports be of a permanent nature, then this could take the form of a strong tubular pillar fitted at the middle of the length of each hatchway, with adequate supports in the double bottom below.

It is submitted the Middlesbrough Surveyors be informed accordingly.



24th February, 1944.

Li Mobb 24/2/44



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