

675

Twin Screw Passenger and Cargo Motor vessel (number not given)
proposed to be built by Messrs. John Cockerill. Owners. Cie.
Maritime Belge.

Rule Dimensions: 504.7' x 67.6' x 37.4' to "D" (upper deck)
45.6' to "C" (bridge deck)
Scantling Nos: 18876 and 52994
Proportions: Length - 13.49 depths to upper deck
11.07 " " bridge deck

Plans of midship section and section through engine
room submitted, in triplicate, by the Antwerp Surveyors.

This vessel has three continuous decks also a combined
bridge and forecastle with openings in the sides at about the
3/5 length forward. The draught desired, namely 25'-9" summer
moulded, is 15% of the way between that of a complete super-
structure vessel and a flush deck full scantling ship of depth
equals 37.4, and the scantlings have been assessed on this basis.

It is submitted that provided

COMPLIANCE

the vessel will be eligible to be classed 100A1 with a freeboard
corresponding to a summer moulded draught of 25'-9".

Where possible reductions in scantlings which could
be approved have been indicated on the plans.

It is noted from the section designated "At extreme
ends of the bridge" that it is proposed to double the "D" deck
stringer plate and the sheerstrake in way of the openings in the
ship's side, and to increase the scantlings of the "D" deck
plating to conform to the requirements of the Rules for a strength
deck. In regard to this it is suggested that it would be
preferable and more economical to maintain "C" deck as the
strength deck at this part, to extend the frames continuous to
"C" deck and arrange compensation on "C" deck sheerstrake for
the openings in the ship's side.

Steel Note.

*St. 10.10.37
Am. 9.11.37
Plans approved.*

9.11.37.

Lloyd's Register
Foundation