

S.S. "CHARLES PRATT", built in 1916, and classed
+100A1 "Shelter Deck with freeboard", "Carrying Petroleum
in Bulk". S.S.N.Yk.No.3-8,28.

Owners:- Standard Shipping Company.

This vessel is a bracketed tanker framed on the longitudinal system, and in a report received from the Newport News Surveyor it is stated that 7 strakes of the bottom shell plating have been cracked through; that it has been decided to renew practically the whole of the shell plating in way of the deep tanks and main cargo tanks, amounting to fully 130 plates; and also to fit additional reinforcement to the structure in the form of partial bulkheads in the oil space.

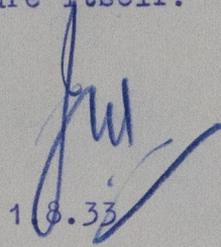
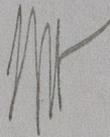
Sketches of this have been forwarded as approved by Mr.French, and these have been examined and found to be in order.

It is submitted it would be advantageous in this case if the Surveyor be asked for further information. He should be requested to state:-

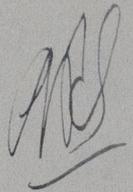
1. If, in his opinion, the fracture of the bottom plating was caused in any sensible degree by the pitting of the plating to which he refers in his report.
2. If, in his opinion, the fracture was caused by any increased loading over the loading which was permitted by the freeboard rules and regulations of 1906, or any excess over that recently approved in terms of the International Load Line Convention.
3. The Surveyor might be requested to indicate, if he can, the average conditions of loading of this vessel, together with any maximum loading such as the ship would be subjected to when engaged in coastwise service.

4. The Surveyor might be requested to state if he has ^{he} any information about the ballast loading employed in this ship.

5. The Surveyor might also be requested, if possible, to forward a small sample of the fractured plating immediately contiguous to the fracture itself.



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