Deformation of hatch openings due to the loading discussed in this section does not seem to be worrying.

As far as efficiency in longitudinal strength is concerned of structure between hatches, the reasons for a drop in stress in this structure are fairly well understood but determining numerical values for a given arrangement requires quite sophisticated methods of analysis and then it is still uncertain how well it ties in with actual stresses measured on board.

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**References**

Sprengel, H., 'Tiha ein Offenes Schiff für den Holztransport' - Hansa 1965 Nr. 16.

**Errata**

Part I,
International Shipbuilding Progress,
January 1967.

a. Figure 19 b and d, D - h should be D - \( \frac{h}{7} \)

b. Page 25, righthand column, \( C \cdot \frac{A^2 G}{\Sigma(37)} \) should be \( C = \frac{A^2 G}{\Sigma(37)} \)

\[ R = \frac{\varepsilon NR (P b + R a)}{a t (G L + B L)} \tag{47} \]

\[ Q = \frac{sm K (P (1 - m) + m R')}{n^2 + 2mnK} \tag{48} \]