

COPY.

13th September, 1904.

Dear Mr. De Rusett,

I am in receipt of your letter of yesterday's date, and with regard to the attachment of the transverse bulkhead plating to the longitudinal bulkheads I think that it should be made with double angles not less than $3\frac{1}{2}" \times 3\frac{1}{2}" \times 10/20"$, or if the attachment is to be made with a single angle the size of the same ought not to be less than $5" \times 5" \times 12/20"$.

It is very important that the strength of the transverse bulkheads should be maintained with a view to their resistance to both water pressure and transverse forces generally.

I notice on the bulkhead plan you have submitted that the seams are marked double riveted. The double riveted seams are necessary in the case of the longitudinal bulkheads but I think the single riveted seams would be sufficient for the transverse bulkheads. You would save a very large amount of weight by having the narrower seams compared with the extra weight involved in the more efficient attachment to the longitudinal bulkheads.

With regard to Mr. Hunter's suggestion that the bulkhead liners should be diamond shaped where the rivets are



© 2018

Lloyd's Register
Foundation

COPY.

closely spaced, I think that is an improvement on the parallel
liners.

Yours faithfully,



© 2018

Lloyd's Register
Foundation