

"EMPIRE CHIEFTAIN" - 15-Knot Cargo Liner.
Messrs. Furness S.B. Co's Yard No. 354.

Dimensions:- 465' x 64' x 42.66' to Upper Deck
32.12' to Second Deck.

Class:- 100A1 with a freeboard corresponding to a
summer moulded draught of 29'7 $\frac{1}{4}$ ".

The scantlings of the watertight bulkheads were based on a height to the second deck. A notation will, therefore, require to be made respecting the watertight divisional bulkheads in the upper 'tween decks. ✓

If the butts of the shell and upper deck plating are electrically welded, as originally proposed, a suitable notation should be made in the Register Book. ✓

A proposal to make the thickness of the sheerstrake .81 and strake below .72 with 7/8" diameter rivets in the seam and butts of the strake below and also in the seam connecting the sheerstrake and strake below was approved. 23/6/42.

The following proposals were approved on 8/9/42:-

Fuel Bunkers:- The divisional bulkheads between oil and oil may have 3 $\frac{1}{2}$ " x 3 $\frac{1}{2}$ " single boundary angles.

Deep Bunker:- The floors Nos. 72 and 78 in the double bottom may have single 3 $\frac{1}{2}$ " x 3 $\frac{1}{2}$ " boundary angles.

Bulkhead 93:- May be of watertight construction. ✓

Second Deck:- The beams under this deck at frames 15 and 149 in way of the continuous 'tween deck bulkheads above may be omitted. The frame below should be attached to the second deck by the usual beam knees.

No exception was taken to the Builders' proposal to make the coamings of the third deck hatchways 3/4" in depth above the plating, this reduced depth of coamings being as required by the Admiralty (MS).

There is nothing further in the correspondence which is not covered by the approved plans.