

Mr Watt

Steel Screw Steamer, Number not given, proposed to be built by Messrs. Workman Clark (1928) Ltd., with a view to class.

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Rule Dimensions : 380' x 53' x 33.5' to upper deck  
41.5' to bridge deck  
Scantling Nos. : 12730 & 32870  
Proportions : Length 11.3 depths to upper deck  
9.1 " " bridge deck

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Plans of midship section (1) and profile and decks (in duplicate) handed in by Mr. Shett, representing the Builders.

The ship is intended for carrying fruit and a summer load draught of 23'-9" moulded is desired.

Two complete steel decks are to be fitted and 2 lower decks are to be arranged for the carriage of fruit cargo.

The ship is generally similar to the designs recently approved for Messrs. Harland & Wolff Ltd. the Caledon Shipbuilding Co. Ltd. and Barclay Curle & Co.

The scantlings and arrangements have been discussed in this Office with Mr. Shett and the plans have been amended where necessary to show the requirements of the Committee for the class 100A1, with a freeboard corresponding to a summer moulded draught of 23'-9", with the special notation "Two lower decks for fruit cargo".

The vessel is of a length and draught to require 6 watertight bulkheads to be fitted, all extending to the upper deck, with the exception of the ~~fore~~<sup>aft</sup> peak bulkhead, which may extend to the 2nd deck.

As in the previous cases, it is proposed to dispense with the intermediate bulkheads in the forward and after holds, and in this case, ~~also~~<sup>also</sup> it is proposed to dispense with the upper deck portion of the machinery space bulkhead.

If the construction of the vessel is proceeded with

to the Society's class, the Builders should state if these proposals are as desired by the Owners, in which case suitable structural compensation for the omission of the bulkheads has been indicated on the plans.

A notation will be ultimately made in the Register Book describing the number and position of the bulkheads omitted.

Mr. Shett stated that oil fuel would be carried in the double bottom. Section 20 of the Rules requires that a continuous gusset plate should be fitted at the margin, but the Builders desire to fit angle gussets.

It is submitted that, as in previous similar cases, the arrangement might be approved provided the Owners' consent be obtained.

A verified copy of the midship section should be obtained by the Surveyors and forwarded to this Office for reference.

*S.H.*

24.6.29

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