

WOKINGHAM.

STEEL SINGLE SCREW MOTOR VESSELS, YARD NOS. 994/5 proposed to be built by Messrs. Lithgows Ltd., with a view to class.

Rule Dimensions:-

465 x 64 x 42.66 to Upper Deck.

32.12 to Second Deck.

Scantling Numbers:-

18655 and 48415.

Proportions:-

Length = 10.9 depths to upper deck.

Plans of Midship Section, Profile and Decks submitted in triplicate by the Greenock Surveyors.

The above vessels are to be built as sister vessels to the Furness S.B. Co's., Yard Nos. 354/5 and Caledon's Yard Nos. 404/5, to the order of the Admiralty, (M.S. Branch), but are to be propelled by Diesel Machinery instead of steam.

The scantlings and arrangements proposed are generally similar to those approved for the former vessels except in so far as ^{as} the arrangements have been modified to suit the different machinery.

It is submitted the Greenock Surveyors be informed that provided the scantlings and arrangements as shown and amended on the plans be adhered to, the Rules in all other respects be complied with and the materials and workmanship be to ^{this} year satisfaction, the vessels will be eligible to be classed 100A1 "With Freeboard", corresponding to a summer moulded draught of 29'7 $\frac{1}{2}$ ".

The Surveyors should also be informed that as the scantlings of the watertight bulkheads have been taken with a height to the second deck, the record in the Register Book will read as follows:-

"8 BH (Coll. BH to W.dk, 7 BH to 2nd dk) 7 Divisional
"WT BHs in upper Tween Dks".

They should also be informed that the proposal to omit the third bower anchor and to supply a reduced length of chain cable is approved as a War emergency measure, on the understanding that if and when the vessels are engaged in ordinary peaceful merchant pursuits the equipment will be made in accordance with the requirements of the Rules. The capacity of the chain locker however should be suitable for the rule length of cable.

The electric welding should be carried out to the satisfaction/

satisfaction of the Society's Surveyors and the Regulations ~~as~~ for the Application of Electric Arc Welding to Ship Construction should be complied with; and a special notation will be made in the Register Book regarding the Electric Welding.

The remaining copies of the plans should be retained in this office for record, two copies of each being returned to the Greenock Surveyors.

The above vessels are to be built as sister vessels to the Greenock 8.5.30's, Yard Nos. 354/5 and 354/6, but are to be propelled by Diesel Machinery instead of steam.

12th November, 1942.

The arrangements proposed are generally approved for the former vessels except in so far as the arrangements have been modified to suit the different machinery.

It is submitted the Greenock Surveyors be informed that the arrangements and arrangements as shown and amended on the plans be approved, the latter in all other respects be complied with. The materials and workmanship be to your satisfaction, the vessels be eligible to be classed "With Freeboard", corresponding to a summer loaded draught of 23' 6".

The Surveyors should also be informed that as the arrangements for the water-tight bulkheads have been taken with a height to the second deck, the record in the Register Book will read as follows:-

"2 No (1001). 81 to 81.6, 7 No to 81.6 (1) 7 Divisional
"7 No in upper lower deck."

They should also be informed that the proposal to omit third power anchor and to supply a reduced length of chain cable approved as a war emergency measure, on the understanding that if when the vessels are engaged in ordinary peaceful service the equipment will be made in accordance with the requirements of the Rules. The vessels should however be advised that the



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