

Messrs. The Northumberland Shipbuilding Co. (1927) Ltd's Nos. 405/6

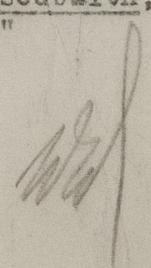
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A letter has been received from the Builders stating that they have contracted to build two vessels for Messrs. Haldin & Co., London, and these vessels are to be delivered as open shelter deckers. They are, however, to be strengthened in accordance with the Rules so as to obtain a greater draught with a closed tonnage opening, should the Owners find it advantageous at some later date to close the opening.

The Rules require that in vessels with a draught exceeding that for a Complete Superstructure Ship, the bulkheads should all be carried to the weather deck, but the Owners are desirous of stopping the bulkheads at the second deck, with the exception of the collision bulkhead. They desire to know if it will be permissible for the bulkheads in the 'tween decks to be omitted as they desire.

It is submitted the Builders be informed that no objection will be taken to the proposal to omit the tween deck bulkheads, as desired by the Owners, subject to suitable structural compensation being fitted in the tween decks. Should the tonnage opening be closed at a later date by the Owners, a notation would be made in the Register Book as follows :-

"Upper tween deck BH except Collision BH dispensed with;  
"Collision BH to Weather Dk; 6 BH to Second Dk."

29. 11. 27. 



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Lloyd's Register  
Foundation

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