

**COPY.**

**Lloyd's Register of Shipping,**

71, Fenchurch Street, E.C. 3.

3 ENCLOSURES.

4th October, 1928.

Dear Sirs,

I return herewith the plans, forwarded with your letter of the 28th ultimo, of midship section and profile of the Steel Screw Steamer No. 506 proposed to be built by your goodselves, and with regard thereto I have pleasure in stating that provided the scantlings and arrangements as shown and amended be adhered to, the Rules in all other respects be complied with, and the materials and workmanship be to the Society's satisfaction, the vessel will be eligible to be classed 100A1 with a freeboard corresponding to a draught not exceeding that contemplated by the Rules for a complete superstructure vessel having a tonnage opening.

The question of stiffening the upper deck plating against compressive stresses arising from a possible concentration of loading amidships was discussed with your Mr. Shott when the preliminary plans were dealt with. In accordance with the provisions of Section 13, clause 1(h) of the Rules, an additional intercostal girder has been required to be fitted between the ship's sides and the sides of the openings in the upper deck, between the saloon house and the accommodation house at the sides of the casings.

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With regard to the carriage of oil fuel in the double bottom and deep tank, the flash point of the oil to be carried should be above 150° F., and the remaining requirements of Section 20 of the Rules should be complied with, where applicable.

It is noted that plans of the deep tank and strengthening of the bottom forward will be submitted for consideration, and I shall be glad if you will also forward plans showing the upper and second deck plating, together with the pillars, girders, hatch end beams and deck doublings.

At the same time I enclose a memorandum setting forth the freeboards which have been provisionally assigned to the vessel, subject to the particulars and dimensions now supplied being verified on completion, and to efficient temporary closing appliances being fitted to the tonnage opening in the superstructure deck.

The moulded depth used in the computation is 29'-2", i.e. 7'-0" (the height of the 'tween decks) below the superstructure deck which is given on the midship section as 36'-2", and not 29'-0" as given on the list of particulars supplied by you. The freeboards have also been computed on a corrected tonnage coefficient of .76, and are subject to alteration if found necessary.

I am, Dear Sirs,  
Yours faithfully,

Messrs. Workmen, Clark (1928) Ltd.,  
Belfast Ship Yard,  
BELFAST.

0163 1/2

Secretary.