

STEEL SCREW MOTOR VESSEL, YARD No.260, proposed to be built by Messrs. Burntisland S.B. Co., Ltd., with a view to class 100A1 "With freeboard."

Rule Dimensions:- 412.5 x 56.67 x 28.75 to 2nd deck.  
37.75 to Upper Deck.  
Scantling Numbers:- D = 36.75. 15159 and 38536.  
Proportions:- Length = 10.92.

Plans of Midship Section, Profile and Decks submitted in triplicate by Builders.

This vessel, which is to be built under Licence for private Owners, is somewhat similar to the same Builders No.237, (Goodgate) of reduced depth. The draught desired however, namely 27'2", is more than that corresponding to the freeboard which could be assigned as a C.S.S. vessel having a tonnage opening.

No forecastle is proposed but the sheer at the forward end is greater than that approved in the same Builders' No.254, vessel of similar dimensions and draught.

The scantlings have been assessed on the basis adopted in the case of vessels building under the Emergency Shipbuilding Programme, as was done in the case of Caledon's No.398; see endorsement of 30th July, 1941. The plans have been examined on the basis of the requirements only for the draught desired; see endorsement re. Lathgows 968.

It is submitted the Builders be informed that provided,

COMPLIANCE (AMENDED),

the vessel will be eligible to be classed 100A1 "With Freeboard" corresponding to a summer moulded draught of 27'2".

"E.W. Note."

They should also be informed that as a War emergency measure, the third bower anchor may be omitted, further, provided the cable be of the Rule diameter, a reduced length namely 225 fathoms may be supplied. These reductions in equipment can be accepted on the understanding that when the vessel is engaged in ordinary peaceful merchant pursuits, the equipment will be made in accordance with the requirements of the Rules and also that the Owners' consent is obtained to the reduced equipment. The capacity of the chain locker, however, should be suitable for the Rule length of cable.

25th September, 1941.



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Foundation

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