

W1150-0181

SWAN, HUNTER, & WIGHAM RICHARDSON, LIMITED.

Ship, Engine, Boiler & Floating Dock Builders & Repairers,

WALLSEND-ON-TYNE.

London office, 21, Russell Square, W.C.1.



References Ours 6W.LC.
Yours

7th June, 1938.
Tuesday.

The Secretary,
Lloyd's Register of Shipping,
71 Fenchurch Street,
LONDON E.C.3.



Dear Sir,

NOS. 1561 and 1563 SHIPS.

We thank you for your letter of the 16th May returning the plans of arrangement of double bottom and intercostals in machinery space. We have now had an opportunity of looking into the amendments proposed, and have to comment as follows:-

- (1) Thickness of Top Plating. We prefer to retain this at 1.1/8" as proposed, as in our opinion the thickness of the top plating is not so important as the thickness of the fore and aft girder, which you will observe was proposed .75 thick. In the case of other ships in which the top plating has been approved 1.1/4" thick, the fore and aft girders were only .59 thick.
- (2) We note you have proposed the girder at 6'-6 1/2" from centre line a full depth girder instead of the half depth girder as submitted. We do not see the necessity for this as the weight of the engine is carried on the centre girder, and the girders at 4'-1.5/8" each side of the centre line.

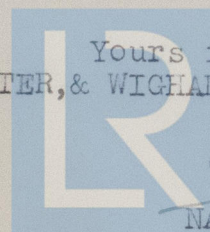
We enclose herewith a large scale section in way of the girders and heavy plating, and shall be glad if you will give these points your further consideration.

Yours faithfully,
For SWAN, HUNTER, & WIGHAM RICHARDSON, LIMITED.

ENCLOSURE.

ENCLOSURE

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Lloyd's Register
NAVAL ARCHITECT.

Telephone: WALLSEND 63121.

Telegraphic address: SWANHUNTER, WALLSEND.

All offers are subject to our usual strike, accident and guarantee clauses and to the other conditions in our printed form of contract.

POSTAL TELEGRAPH

TELEGRAMS

Referred to the Chief Ship Surveyor.

SWAN HENDER & AITCHISON LIMITED
LONDON

8 JUN 1938

Dear Sir,

I have the pleasure to acknowledge the receipt of your letter of the 2nd inst. in relation to the above matter.

(1) The above matter is being dealt with by the Chief Ship Surveyor, and I am sorry to hear that the vessel is still in the hands of the Surveyor.

(2) The above matter is being dealt with by the Chief Ship Surveyor, and I am sorry to hear that the vessel is still in the hands of the Surveyor.

I am, Sir, very sorry to hear of the trouble which you are experiencing.

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Yours faithfully,

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