

**COPY.**  
**PORT OF** GLASGOW

22nd July, 1942.

Dear Sirs,

C.S.S.

I have to acknowledge receipt of your letter of the 16th instant addressed to the Society's London Office regarding the extension of watertight bulkheads in the s.s. "BARRWHIN", and I have pleasure to inform you in reply to your enquiry as follows:-

According to instructions received from the Merchant Shipbuilding Department of the Admiralty, it is required in the case of the "BARRWHIN" that the following four watertight bulkheads should be extended to the weather deck:-

No. 125 (between Nos. 1 and 2 Holds)  
" 36 (between Nos. 4 and 5 Holds);  
and the bulkhead at each end of the machinery space.

The plating of the new bulkheads should be .28 in thickness and the stiffeners, which need not be lugged or bracketed at their ends, formed of 5 x 3 x .36 angles or equivalent flanged plates spaced not more than 30" apart.

No openings should be cut in these bulkheads, but where these are necessary a simple hinged watertight door capable of being opened from either side may be fitted.

The bulkhead plating may be welded direct to second deck and welded or riveted to existing side frames, and shelter deck beams. Pipes, cables, girders, etc. are not to be cut in way of new bulkheads, plating to be cut for these and collars or other reasonably watertight arrangements made and fitted. Particular care must be exercised in packing round D.G. pipes or electric cables etc. so as to avoid welding heat damaging the cables. Spacing of the rivets to be watertight pitch. Bulkheads to be hose tested on completion.

I am, Dear Sirs,  
Yours faithfully,

p.c. Mr. Stocks.

pro Secretary.

Messrs. Sir Wm. Reardon Smith & Sons,  
Merthyr House, James Street,  
CARDIFF.

Lloyd's Register  
Foundation

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