

PARTICULARS OF LONGITUDINAL FRAMING

s.s. "HOMESIDE", Messrs. Short Bros. No. 418.

This cargo steamer has been constructed on the Isherwood system.

The First Entry Report and midship section of the ship as built show that the side longitudinals at the ends have been reduced in depth, from $\frac{1}{2}$ " to 1", below the scantlings approved.

The question has been discussed with Sir Joseph Isherwood, the Designer, who has no record of any alteration of this kind having been definitely approved by him, but who had discussed the question generally of the reduction of these ^{longitudinals} ~~intercostals~~ towards the ends.

Sir Joseph is of the opinion that the alterations made have been brought about for the reason that the side longitudinals have been given sheer and run approximately parallel to the deck line, and that the additional reduction in their scantlings has been made on this account, which would be permissible.

It is submitted the Sunderland Surveyors be informed of the position regarding the scantlings of these longitudinals, and ^{that} it is concluded that this has been done on account of these longitudinals having been given sheer and run approximately parallel to the deck line.

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