

PLEASE ADDRESS YOUR REPLY TO WALLSEND ON TYNE

SWAN, HUNTER, & WIGHAM RICHARDSON, LTD

SHIP, ENGINE, BOILER & FLOATING DOCK

BUILDERS AND REPAIRERS.

WALLSEND ON TYNE & WALKER ON TYNE.

LONDON OFFICE: 150, LEADENHALL ST., E.C.

GRAVING DOCK 550 FEET.

DO. 540 ..

FLOATING DOCKS & SLIPWAYS

WALLSEND SHIPYARD,

I.H.

WALLSEND ON TYNE.

21st June, 1904.
Tuesday.

THE SECRETARY,

Messrs. LLOYDS REGISTRY,

71 Fenchurch Street,

LONDON. E.C.

Recd. 22
Ans'd 25

Dear Sir,

CUNARD LINER No. 735.

We have the pleasure to hand you herewith a Midship Section and General Arrangement of this Vessel for classification in your Society as mutually arranged during our recent interviews with your representatives in London.

You will observe that it is proposed to increase the depth of the Vessel by 6", the moulded depth being 60'-6". You will also observe various other alterations from the previous section unofficially submitted due to developments in the design. We have noted where it was agreed to adopt high tensile steel and of the consequent reductions in thickness due to this departure from the thicknesses originally agreed upon for mild steel.

It is our intention to hydraulic rivet the topsides where doubled, and the bottom of the vessel within the limits of the tank wherever practicable. We will also hydraulic rivet

mild steel thickness - 2 1/2" high tensile depth



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FOR WALLSEND SHIPYARD ONLY.

FOR DRY DOCKS DEPARTMENT.

With reference to the statement of stress it is noted that the bending moment is now estimated at 990,000 foot tons as previously given. An amended sketch to agree with the former approved section.

Messrs.L.R.

floors, intercostals, centre keelson and as much of the framing as practicable.

The details in connection with the strong beams and pillars in the engine and boiler spaces will be submitted at a later date.

Having regard to the increased moulded depth of the Vessel, we have somewhat reduced the thickness of the scantlings of the upper part of the structure, which you will readily detect on comparing the enclosed section with that previously discussed and now enclosed for reference, in case you should not have kept a copy.

We also enclose a statement relating to the stresses which shows that the Vessel as now proposed will be at least equally as strong as that previously agreed upon. We trust you will have no difficulty in approving of the revised section in this respect.

We would point out that this Vessel will carry no cargo above the lower deck, and that the available deadweight for cargo will be under the most favourable conditions but very small. We mention this so that you may take into favourable consideration any reduction in the size of the beams towards the ends of the ship which we ^{may} have proposed. *when plan can*

On the Section we have submitted two systems of treble rivetted overlaps, one being chain rivetted and the other zig-zag. We submit these as we think that it will be unnecessary

Messrs. L.R.

to fit the chain rivetted overlaps excepting about the position where the stress curves cross at about $\frac{1}{4}$ of the length from either end, employing zig-zag rivetted overlaps amidships.

The object we have in this modification is to reduce weight without much reduction in the rivetted area, ~~between~~ between 4 & 5% where the stresses on the seam rivets are necessarily less than at the points previously indicated.

On account of the number and height of watertight bulkheads and partial bulkheads due to passages for ash shoots, closets, &c., and the number of decks, we do not propose to fit webs above the height of the lower deck, with the exception of the engine ~~and boiler~~ spaces where they are carried one deck higher, as noted on the profile.

We should be obliged if you would give this matter your earliest consideration and let us hear from you shortly as so much of the structure has been previously discussed and the proposed deviations are not extensive.

We are, Dear Sir,

Yours faithfully,

For
SWAN, HUNTER, & WIGHAM RICHARDSON, LIMITED

W. D. Russett
Manager

- 3 -

27 Encls.
2 by separate post



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Messrs. J.R.

to fit the chain riveted overlaps excepting about the position where the stress curves cross at about $\frac{1}{4}$ of the length from either end, employing zig-zag riveted overlaps and midships. The object we have in this modification is to reduce weight without much reduction in the riveted area, between 4 & 5, where the stresses on the seam rivets are necessarily less than at the points previously indicated.

On account of the number and height of watertight bulkheads and partial bulkheads due to passages for ash shoots, closets, &c., and the number of decks, we do not propose to fit webs above the height of the lower deck, with the exception of the engine ~~and boiler~~ spaces where they are carried one deck higher, as noted on the profile.

We should be obliged if you would give this matter your earliest consideration and let us hear from you shortly as so much of the structure has been previously discussed and the proposed deviations are not extensive.

We are, Dear Sir,

Yours faithfully,

For SWAN, HUNTER, & WILKINSON, MANAGERS, LIMITED

Early attention required

[Signature]

Referred to the Chief Ship Surveyor

