

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.

I.H.

WALLSEND SHIPYARD,

WALLSEND ON TYNE.

15th July, 1904.
Friday.

THE SECRETARY,

Messrs. LLOYDS REGISTRY,

71 Fenchurch Street,

LONDON.

LLOYDS REGISTER
LONDON.

REC'D 16 JUL 1904

ANS'D

16 Jpa mwc

Dear Sir,

CUNARD LINER No. 735.

Following our recent correspondence, we have the pleasure to hand you herewith plans showing the proposed arrangement of transverse and longitudinal bulkheads in boiler spaces. ~~These~~ will form watertight compartments, and serve as supports to the decks in conjunction with ventilating trunks between decks and large built pillars spaced between the boilers where indicated on the plans. You will note that the wing bulkheads extend the whole length of the four boiler compartments, and that they are supported by transverse bulkheads at intervals of 40 ft, besides being stayed to the ship's side framing. You will also observe that we have provided girders between the lower and main decks which are also continuous. These are designed to form watertight casings and also to serve for supporting the decks in conjunction with the before mentioned structures which have the tank top as their basis.

Referring to your letter of the 25th of June we are prepared to accept the scantlings as amended with regard to the shelter deck, but with regard to the thickness of the two shell strakes next below the upper deck stringer, and to the increase in the scantling to the upper deck plating, we consider that in view of our increasing the moulded depth of the vessel 6" that we should be allowed to reduce the scantlings of this part of the structure somewhat as we proposed on the 21st of June. This portion of the structure being much nearer the neutral axis the stresses are reduced and the thickness we propose, should, we think be ample.

With regard to your proposal to increase the depth of the shell doublings, we do not think that this will be advantageous as so much of the material will be cut away by the sidelights, but we prefer to thicken the strake to 22/20ths as shown on the $\frac{1}{4}$ scale section enclosed.

Messrs. L.R.

With reference to our new proposal, in which side bunkers are embodied, we think that the extra strength at the bottom portion of the ship, due to the continuous longitudinal bulkheads, would justify some reduction being made in the shell plating, we therefore propose taking ~~off~~ 1/20th off two strakes near the bilge and 2/20th off two other strakes as indicated on the enclosed section. } No

With regard to the profile, we have shown the web frames in the boiler spaces 4 frame spaces apart instead of 3 as previously agreed, on account of the extra strength afforded by the wide partial bulkheads in the wing bunkers, making a much more efficient provision for transverse strength than our former proposal. The proposed scantlings of the longitudinal bulkheads is shown on the plan herewith. The details of the transverse bulkheads will be forwarded you in course of post. (Yes Subject to deck plan being submitted)

We should be obliged if you would give this matter ~~your~~ your prompt attention, especially with regard to the sizes of the beams between frames 105 and 232, as we would like to order them as soon as possible. Deck plan must be sent

For the sizes of the pillars we would refer you to the approved midship section.

We will submit a complete scheme for supporting the various decks before and abaft the midship portion above referred to as soon as possible, but we hope that this will not prevent the settlement of the midship beams between the frame spaces above referred to. do

We return the approved tracing of general arrangement of margin plate which has been duly noted.

We are, dear Sir,

Yours faithfully,

For
SWAN, HUNTER, & WIGHAM RICHARDSON, LIMITED.

E. D. Purcell
Manager

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Messrs. L.R.

With reference to our new proposal in which side
bunkers are embodied, we think that the extra strength at the
bottom portion of the ship due to the continuous longitudinal
bulkheads would justify some reduction being made in the shell
plating, we therefore propose taking $\frac{1}{2}$ inch off two strakes
near the bilge and $\frac{1}{2}$ inch off two other strakes as indicated on
the enclosed section.

With regard to the profile, we have shown the web
frames in the boiler spaces & frame spaces apart instead of 3
as previously agreed, on account of the extra strength afforded
by the wide partial bulkheads in the wing bunkers, making a much
more efficient provision for transverse strength than our former
proposal. The proposed scantlings of the longitudinal bulkheads
is shown on the plan herewith. The details of the transverse
bulkheads will be forwarded you in course of post.

We should be obliged if you would give this matter your
prompt attention, especially with regard to the sizes of
the beams between frames 105 and 122, as we would like to order
them as soon as possible.

For the sizes of the pillars we would refer you to
the approved midship section.

We will submit a complete scheme for supporting the
various decks before and abaft the midship portion above
referred to as soon as possible, but we hope that this will not
prevent the settlement of the midship beams between the frame
spaces above referred to.

We return the approved tracing of general arrangement
of margin plate which has been duly noted.

We are, dear Sir,

Yours faithfully,

For
SWAN, HUNTER, & WIGHAM RICHARDSON, LIMITED.

Richardson

Referred to the Chief Ship Surveyor.

4061/1904

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