

PLEASE ADDRESS YOUR REPLY TO WALLSEND ON TYNE.

SWAN, HUNTER, & WIGHAM RICHARDSON, L<sup>TD</sup>

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<sup>d</sup>: 16 JUL 1904

ANS<sup>r</sup>: 16 July 1904

*16 July 1904*

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.



Telegraphic & Cable Address: "HUNTER, WALLSEND." CABLE CODES: WESTERN UNION, WATKINS & APPENDIX, SCOTTS, A.B.C. & A.I.

Nº 2 OR 80 WALLSEND... for local Messages.

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NATIONAL

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FOR WALLSEND

SHIPYARD ONLY.

FOR DRY DOCKS

DEPARTMENT.

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.

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.

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.

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.

*E. D. Purcell*  
Manager

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Lloyd's Register  
Foundation

No

Yes Subject to  
check plan  
having submitted

See  
plans  
number  
sent

to

Approved by the Committee of Directors

30(5)08

Messrs. L.R.

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We are, dear Sir,

Yours faithfully,

For  
SWAN, HUNTER, & WIGHAM RICHARDSON, LIMITED.

*[Handwritten signature]*

NOV 1904

Referred to the Chief Ship Surveyor.

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