

SWAN, HUNTER, & WIGHAM RICHARDSON, LTD

SHIP, ENGINE & FLOATING DOCK

BUILDERS AND REPAIRERS.

WALLSEND & WALKER ON-TYNE.

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

PLEASE ADDRESS YOUR REPLY TO

WALLSEND ON-TYNE.

SA

8 September 1904
Thursday.-

The Secretary,
LLOYDS' REGISTRY,

71 Fenchurch Street,

LONDON. E.C.-

Accepted

Dear Sir,

CUNARD EXPRESS STEAMER. No. 735.-

Following our conferences on the 25th., 26th. and 27th. of August last, we had the pleasure yesterday of forwarding you an advance copy of the 9 following plans which have been amended as mutually arranged :- We now send duplicate copies.-

Midship Section

Girder & Pillar arrangement in boiler spaces.

Profile shewing General Arrangement and

Four Deck plans shewing the size of beams, line of girders and pillar spacing.

These plans consist of Shelter, Upper, Main and Lower decks.-

Transverse bulkhead plan shewing proposed stiffeners &c..

Sketch shewing proposed modification in the connection of side brackets and webs to tank top.



Telegraphic & Cable Address: "HUNTER, WALLSEND." CABLE CODES: WESTERN UNION, WATKINS & APPENDIX, SCOTTS, A.B.C. & A.I.
NATIONAL { Nos 2 AND 80 WALLSEND_ for local Messages.
No 2027 NEWCASTLE ON TYNE_ for trunk Messages only.
Passenger Railway Stations: WALLSEND AND CARVILLE.

The Secretary (Lloyds Registry, London).

Please note that one of the Midship Sections is mounted as requested.

With the above mentioned advance plans, we also sent the original plans which were discussed during the before mentioned conference and to which we believe we have worked, but should there be any omission or error on our part, will you be good enough to inform us in due course.

Please note that in the Admiralty knees the top and bottom members of the knee are each $4\frac{1}{2}$ " as we found in practice that we could not make a good job, ^{where} keeping the lower flange $5\frac{1}{2}$ " deep as we had at first proposed, and we believe that $4\frac{1}{2}$ " depth of each flange is that which is being carried out by Clydebank.-

We have now recalculated the bending moment of the Ship, correcting the curves of weights and of buoyancy to ~~average~~ agree with the latest design, and find it to work out at 960,000 foot tons, practically the same figure as was obtained for the previous design. The Modulus of Resistance of the section as submitted to you, being slightly over 97,000 sq. in. ft. (after deducting $\frac{1}{6}$ th. of the material in tension for rivet holes) the stresses do not exceed 10 tons per sq. in.-

It is proposed to sheathe the exposed part of Shelter, Promenade and Boat decks with yellow pine of the following scantling :-

See book
Rldrs.
12/9/04

The Secretary, Lloyds Registry, London.

Shelter deck.....3" thick x 4" wide.

Promenade Deck..... 2 $\frac{1}{2}$ " do x 4"

Boat deck..... 2 $\frac{1}{2}$ " do.x 4"

The Crews' quarters will also be sheathed with yellow pine. Generally, the steel decks where not exposed to the weather will be covered with corticine of the thickness and quality adopted in H.M. Ships, but Indian Rubber will also be used where suitable.-

We are,

Yours faithfully,

FOR
SWAN, HUNTER, & WIGHAM RICHARDSON, LTD.

W. De Russett

P.S. The plans are being sent under separate cover.-



© 2018

Lloyd's Register
Foundation

The Secretary, Lloyd's Register, London.

Shelter deck..... 2" thick x 4" wide.

Foremast deck..... 2 1/2" do x 4"

Post deck..... 2 1/2" do x 4"

The Crew's quarters will also be sheathed with yellow pine. Generally, the steel decks where not exposed to the weather will be covered with cotton or the thickness and quality adopted in R.M. Ships, but Indian rubber will also be used where suitable.

We are,

Yours faithfully,

P.S. The plans are being sent under separate cover.

W.

Referred to the Chief Ship Surveyors

LR-FAF-SA25-51 3/3