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27th September, 1904.

Dear Sirs,

I beg to acknowledge the receipt of your letters of the 23rd and 24th instant, respecting your new Cunard S.S. No. 735, for which I am much obliged.

I am returning today under separate cover the 9 plans forwarded with your letter of the 8th instant, also one copy of the plan of forward bulkhead stiffening, forwarded with your second letter of the 23rd instant, and with regard thereto I am directed to state that provided the scantlings and arrangements be as shown and amended, the same will be approved.

When the maximum bending moment has been mutually agreed upon and the results have been obtained of the tests yet to be made upon the high tensile steel to be used for the topside plating and decks, the scantlings of these parts of the vessel can be considered and determined upon.

With regard to the arrangement of web frames and stringers in hold, it is suggested that in view of the proposal to dispense with the orlop deck for the greater part of the vessel's length, and to fit only wide spaced beams at this part, it would be a more efficient arrangement, and



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lighter one, if the stringer plates and angles were made 10/20" instead of 12/20", the web frames 11/20" instead of 10/20", and the stringers were attached to the shell plating by double angles throughout, in which case the stringer angle fitted on the inside of the frames may be dispensed with.

It is also suggested, in regard to the attachment of the floor brackets to the margin plate, that a more efficient arrangement would be obtained by fitting double face angles attaching the brackets to the tank top plating in lieu of double angles to the margin plate.

I am, Dear Sirs,

Yours faithfully,

Secretary.

Messrs. Swan, Hunter & Wigham-Richardson, Ltd.,

WALLSEND - ON - TYNE.



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