

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.

4th October, 1904.
Tuesday.

Recd. 5/10

Ans'd. 5/10

THE SECRETARY,

LLOYDS REGISTRY,

71 Fenchurch Street,

LONDON. E.C.

Dear Sir,

CUNARD EXPRESS STEAMER No. 735.

Referring further to your letter of the 27th ult., and to various notes on the plans covered thereby, we beg to draw your attention to the following and wait your kindly consideration on the points raised.

WATERTIGHT BULKHEADS.- As the main and lower decks will for the most part be fitted throughout with passenger accommodation, and the decks will in all probability be sheathed with corticene, we find that the knees on the bulkhead stiffeners will interfere with the arrangement of cabins and cross passages. Would you be good enough to reconsider this point of detail on the lower and main decks, ~~and also the corresponding~~ ~~overhead beams.~~ It is true that we showed knees between the lower and main decks, but we should be obliged if some modification could be made, say by increasing the size of the ground bar on the lower deck, and fitting a 5 x 5 x 10/20th bar at the

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FOR WALLSEND
SHIPYARD ONLY.

FOR DRY DOCKS
DEPARTMENT.

Messrs. Lloyds Registry,

bottom of the bulkhead on the main deck and the top of the bulkhead between the main and lower decks, and as the bulkhead at the upper deck is so much above the waterline when two contiguous compartments are flooded, we consider that two bars 4 x 4 x 10 without the knees will be sufficient.

WEBS.- We think that your suggestion will be an improvement. We will accordingly thicken the web frames to 1 1/20ths and make the stringer plates and angles 10/20ths, excepting in the instance where we have ordered ^{rolled} the web frames 10/20ths in accordance with the approved Midship Section, when we will make the contiguous stringer plates and angles 12/20.

We note that you have inserted brackets above the web frames where there is no tier of wide spaced beams below the lower deck. We would point out that the coal shoots, the ^{sides} spaces of which extend from main to lower deck, will answer the purpose of the knees, therefore these brackets will not be required. We are not returning the approved plans as we presume that you have copies for reference by you, we having sent the plans in duplicate.

FRAME BRACKETS.- Considering that the major part of the frame brackets will come in the bunkers, we prefer to fit single face angles attaching the brackets to the tanktop plating and double bar attachment of brackets to margin plate. We think you will agree with us that the double face bars would

Messrs. Lloyds Registry.

render it more difficult to get the coal out from between the brackets than if single bars were fitted, in a ship of this character, where weight is of so much moment, We are doing all we can to render it as easy as possible to keep the ship clear of dirt and other accumulations. We would also draw your attention to the fact that the strength of the attachment of the frame bracket to margin plate and tank top exceeds the strength of the frame itself.

BENDING MOMENT.- We regret that we are still unable to send you the curve of the maximum bending moment as we are still without the requisite information from the Engineers of the revised arrangement of machinery, but we are expecting to receive their figures in a few days, when we will at once revise our curve to the latest data so that you may be able to decide the scantlings ~~of~~ where it is proposed to use high tensile steel.

Yours faithfully,

For
SWAN, HUNTER, & WIGHAM RICHARDSON, LIMITED.

W. D. Russell.

Manager.



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Lloyd's Register
Foundation

Messrs. Lloyd's Registry.

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Yours faithfully,

For
SWAN, HUNTER, & WIGHAM RICHARDSON, LIMITED

Robert Hunter

Wm. Richardson
10/10/04

*Referred to the Chief Engineer
& the Chief Engineer Surveyor*