

Swan, Hunter & Wigham-Richardson's S.S. No. 735.

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It is submitted the Builders be informed that the particulars they were good enough to forward with regard to the maximum bending moment likely to be experienced by the vessel have been examined. It appears that the estimated bending moment when the vessel arrives in port with coal and stores nearly consumed is 973,000 ~~feet~~ tons. As this vessel is to be practically identical with the one building by Messrs. John Brown & Co., Ltd., it is necessary to assume the bending moment to be the same in both cases. Messrs. John Brown & Co. estimate the bending moment for their vessel to be 1,049,800 ~~feet~~ tons.

It would appear reasonable to assume that the truth lies between the two estimates, and their mean has <sup>accordingly</sup> been taken as a fair basis on which to determine the scantlings of the topsides and upper decks. The maximum bending moment has consequently been taken to be 1,011,400 ~~feet~~ tons when the vessel is on the crest of a wave 760 ft. in length, and 38 ft. in height, and is approaching port with only 550 tons of coal, stores and fresh & ~~feed~~ water left unconsumed.

The moment of resistance of the midship section with scantlings as for ordinary steel will therefore have to be 101,140 inch<sup>2</sup> ~~feet~~ in order that the estimated stress at the gunwale shall not exceed the 10 tons per square inch agreed upon.

To. to Builders  
19/10/04

P.L. to H.W.C.

J.V.H.  
19/10/04

J.B.



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