

(Commander)

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

It is submitted that provided efficient plate ties be fitted to the web frames in way of the shaft bossing as indicated on the sketch ; double reversed frames $3\frac{1}{2}'' \times 3'' \times 9/20''$ be fitted to the ordinary reversed frames between the lower and main decks abaft the after peak bulkhead ; the engine room coamings and casings be attached by double angles to the transverse bulkheads ; the continuity of strength between the longitudinal bulkheads in the engine and boiler rooms be efficiently maintained, and the arrangement as shewn and amended be carried out to the Surveyor's entire satisfaction, the same will merit approval.

It should be pointed out to the Builders that it is highly desirable that the machinery openings on the lower and middle decks should be reduced to the least possible dimensions, and that cross tie plating should be fitted where it is at all practicable to do so.

The Builders' attention should also be drawn to the undesirableness of cutting away the lower part of the vessel for such a long distance in front of the stern post, and if this cannot be avoided great care will have to be bestowed on the strength of this part of the vessel in order to ensure immunity from straining both in a seaway and when in dry dock.

Very great care would also have to be taken in designing the arrangements for the rudder, if one pintle and gudgeon are to be sufficient for a rudder of this size and a vessel of such exceptional speed.

J.P.L.
22/11/04

J.B.

Ar. 16.11.04
Ans'd. 22
3 places.
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