

steel Transatlantic Liner proposed to be built by the Stabilimento Tecnico Triestino, for the Lloyd Sabaudo, with a view to class.

Rule dimensions : 806.3' x 95.14' x 85.63' to premenade deck, i.e. top strength deck.

Gross tonnage : 42,000 (as given by Trieste Surveyors).

Scantling numbers "Equivalent depth" : 41056 and 117768

Proportions : Length = 9.4 depths to premenade deck.

Preliminary plans of midship section and profile (in duplicate) have been forwarded by the Trieste Surveyors.

The vessel is proposed to be built with nine steel decks, up to and including the strength deck, and with two passenger decks above the strength deck. She has a double skin extending to the "F" deck in way of the machinery space, and the oil fuel *sid* bunkers abreast the boiler spaces extending to the same deck, the above arrangements extending over practically the half length amidships. The ship is to be classed with this Society, the Registro Italiano and the British Corporation, and is to have a speed of 26 - 28 knots, the machinery installation consisting of geared turbines and water tube boilers.

The scantlings and arrangements as indicated on the plans have been carefully examined and compared with the Society's requirements and the previous practice in large vessels of this size, and it is submitted that provided web frames be arranged in the holds clear of the machinery space, the 220 m/m channel frames be extended to the strength deck on every frame, some additional strengthening be provided in the oil fuel bunkers at the upper turn of the bilge, and a few minor amendments be carried out all as indicated on the approved plans, the scantlings and arrangements would be such as could be approved for the class 100A1, with a freeboard corresponding to a moulded draught for all seasons of 32'4".

With reference to the comparison which has been made by the Owners with the scantlings and arrangements of the

"AQUITANIA", it might be pointed out that this vessel is 57 feet shorter than the "AQUITANIA", and the proportion of length to depth to the strength deck is only 9.41 in this case, whereas in the "AQUITANIA" this proportion is 11.75. It is not considered necessary in this case, therefore, to double the deck plating or topside plating, except locally in way of openings as might be required when the detailed scantlings and arrangements are considered.

The Surveyors might ascertain and state definitely whether special steel of high elastic limit is to be used, when the reductions which could be recommended to the Committee for approval, on this account, could be indicated to the Builders.

As the Trieste Surveyors state that the Builders desire to be informed regarding the approval of these plans by the 27th instant, it is further submitted they be informed by cable as follows :-

"Stabilimento Tecnico Triestino new Sabaude liner. Plans approved provided a few web frames be arranged in holds, the 220 m/m channel frames be extended to the strength deck on every frame, additional stiffening ^{to fit} at upper turn of bilge in oil fuel bunkers, ^{to be carried} a few other minor amendments. Returning plans today. Please state definitely where high elastic limit steel to be used".

C. L. G.

25.4.29

W. T.

W. T. D.

S. T.