

Messrs. Smiths' Dock Co's. Nos. 796, 797 and 798.

Dimensions : 280 x 41.25 x 22.25'

Poop 27', Bridge 51', Forecastle 25'

The first of these vessels is constructed and at sea, the second is going on trial trip on Monday and the third is being launched on Monday next.

They are constructed in accordance with the Revised Rules which require that when the length of bridge exceeds 10% of the vessel the bridge erection is to be considered as a long bridge. The side plating fitted is .54" in thickness, which necessitates the butts being treble riveted.

Had the vessel been constructed under the present Rules a bridge of this length on a vessel of this size would be considered a short bridge having comparatively light scantlings which would only require double riveted butts.

From a letter received from the Middlesbrough Surveyors it appears these butts in error have only been fitted with double riveted overlaps, and the Builders in admitting the error explain that it was due to the plan of two previous vessels built under the old Rules being followed in this respect.

They suggest that in the first vessel No. 796 ("STELLING") which has been completed and gone to sea, that the butts might be accepted as fitted.

In the case of No. 797 they suggest that the butts might be re-inforced by being electrically welded on the outside, the bridge being fitted up with accommodation for the Engineers and Officers thus not permitting of the possibility of any other course being followed.

In No. 798 they suggest that the butts might be welded on both edges, i.e. both inside the vessel and outside the vessel, the accommodation not having yet been fitted.

The question has been carefully considered, and although

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the butts as fitted ^{do not} comply with the requirements of the Revised Rules it is not considered of grave import from a technical point of view.

It is not thought that the Builders suggestion of dealing with the three different cases in different manners can be recommended for approval.

It is considered that the matter should be brought to the notice of the Owners by Mr. Noton, the Society's Principal Surveyor at Newcastle, and their views learnt as to whether in all the circumstances the better course would not be to leave the butt laps as they are.

The Work surveys are arranging for Mr. Robinson or Mr. Bryden to proceed to here to join Mr. Noton early tomorrow morning

29.8.24

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