

Steel Screw Steamer No.472 proposed to be built by Messrs  
Workman Clark & Co.Ltd., with a view to class 100A1  
"With Freeboard"

Rule Dimensions: 348.83 x 50 x 31.5

Scantling Nos.: 11000 and 28430.

Proportions: Length = 11.1 depths to upper deck.

Plans of midship section, profile and decks, submitted  
to the Builders direct.

This vessel is intended for the carriage of fruit, and  
is a sister ship to Messrs Swan, Hunter & Wigham  
Richardson's 1178, plans of which were approved in September  
last.

For the bulkhead omission see separate endorsement.

When the plans of Messrs Swan, Hunter & Wigham  
Richardson's 1178 were approved, it was proposed to fit a  
bridge erection on the upper deck, but both Builders now  
propose to fit a midship deckhouse in lieu of the bridge  
erection.

As in the case of the sister vessel, the scantlings  
have been dealt with on the basis of a mean <sup>oulded</sup> draught of  
20'3", being <sup>17</sup> less than that assigned to a complete  
super-structure vessel under the Revised Rules

The decks below weather deck, are for fruit cargo, and  
on this account their scantlings, and the attachments to the  
two lower tiers of beams of the side framing *have been*

*pecially considered*

It is submitted that provided:-

#### C O M P L I A N C E.

the vessel will be worthy of the favourable consideration  
of the Committee for the class 100A1. "With Freeboard",  
"Lower decks for fruit cargo"

It is considered that the machinery bulkheads  
must be adequately supported by transverse plating and

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2.

beams on the 4th deck level, as indicated on the plans, as the fore and after tie plating does not afford an adequate support, such as would allow of the breadth of this deck plating being reduced.

The Builders should advise the Owners that the scantlings approved correspond to a ~~summer~~ moulded draught of 20'3", and that no increase in draught can be assigned in the future unless additional structural strength is provided.

The consent of the Owners must be obtained to the construction of the ship in accordance with the Revised Rules.

Blue prints of approved tracings should be taken and retained in this Office.

*all seasons  
Rec. L. W. Hunter  
1178*

24.10.23



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Lloyd's Register  
Foundation

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† In vessels obtaining an allowance for deck erections the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.  
§ In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and stern-post. In vessels having poops and forecastles, it means the sheer measured at points distant

line of keel or to the water line. If measured survey, and also the usual load draft forward