

*M. Watt*

Steel Screw Steamer, Number not given, proposed to be built  
by Messrs. Workman Clark (1928) Ltd., with a view to class.

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Rule Dimensions : 380' x 53' x 33.5' to upper deck  
41.5' to bridge deck

Scantling Nos. : 12730 & 32870

Proportions : Length 11.3 depths to upper deck  
9.1 " " bridge deck

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Plans of midship section (1) and profile and decks  
(in duplicate) handed in by Mr. Shett, representing the Builders.

The ship is intended for carrying fruit and a summer  
load draught of 23'-9" moulded is desired.

Two complete steel decks are to be fitted and 2 lower  
decks are to be arranged for the carriage of fruit cargo.

The ship is generally similar to the designs recently  
approved for Messrs. Harland & Wolff Ltd. the Caledon Shipbuilding  
Co. Ltd. and Barclay Curle & Co.

The scantlings and arrangements have been discussed  
in this Office with Mr. Shett and the plans have been amended  
where necessary to show the requirements of the Committee for  
the class 100A1, with a freeboard corresponding to a summer  
moulded draught of 23'-9", with the special notation "Two lower  
decks for fruit cargo".

The vessel is of a length and draught to require 6  
watertight bulkheads to be fitted, all extending to the upper  
deck, with the exception of the <sup>aft</sup> ~~fore~~ peak bulkhead, which may  
extend to the 2nd deck.

As in the previous cases, it is proposed to dispense  
with the intermediate bulkheads in the forward and after holds,  
and in this case, <sup>also</sup> ~~also~~ it is proposed to dispense with the upper  
deck portion of the machinery space bulkhead.

If the construction of the vessel is proceeded with



to the Society's class, the Builders should state if these proposals are as desired by the Owners, in which case suitable structural compensation for the omission of the bulkheads has been indicated on the plans.

A notation will be ultimately made in the Register Book describing the number and position of the bulkheads omitted.

Mr. Shett stated that oil fuel would be carried in the double bottom. Section 20 of the Rules requires that a continuous gusset plate should be fitted at the margin, but the Builders desire to fit angle gussets.

It is submitted that, as in previous similar cases, the arrangement might be approved provided the Owners' consent be obtained.

A verified copy of the midship section should be obtained by the Surveyors and forwarded to this Office for reference.

*S.H.*  
24.6.29 *W.T.*

*S. G. B.*



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