

Mr Watt

4/12/16

Steel Twin Screw Cable Steamer^A proposed to be built by Messrs. Swan, Hunter & Wigham Richardson Ltd, Neptune Works, with a view to class 100A1 "With freeboard".

Rule Dimensions:- 475 x 58.75 x 40.75 to upper dk.
48.75 to bridge deck

Scantling Nos:- 19356 and 47262

Proportions:- Length = 11.64 depths to upper dk.
7.74 to bridge deck.

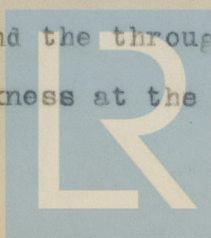
Plans of midship section, profile and decks and side framing in duplicate, submitted by the Newcastle Surveyors.

This is a similar vessel to the s.s. "COLONIA" which was built in 1902.

The draught desired is 29', which is intermediate between the draught of 27'-7 $\frac{1}{4}$ " corresponding to the freeboard for a complete superstructure ship and 31'-1 $\frac{3}{4}$ " corresponding to the freeboard for a full scantling ship with a bridge deck.

The cable tanks forward of the machinery space are arranged on the ^{upper} bottom and abaft the machinery space on a watertight flat.

On account of the great diameter of the cable tanks forward of the machinery space, namely:- 52' and 49', it is considered that the vertical connections at the margin plate should be of double angles both inside and outside the double bottom, and also at the centreline for 9 floors at the centre of each tank. Also in view of the narrowness of the 3rd deck in way of the cable tanks, the 3rd. deck stringer should be increased in thickness at this part as shewn on the plans. Further, the fore and aft positions of the tanks should be re-arranged so as to permit at least one frame space of plating ^{between the tanks} in way of the third deck, and the through beams and deck plating should be increased in thickness at the narrowest part of the deck.



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In order to suit the design and the special service of the steamer, it is not proposed to arrange a fore-castle as required by the Rules for an ordinary steamer of this type, and further to suit the leads of the cables it is proposed to reduce the height of the upper deck hatches ^{ways} to 12" at No.1 hatchway and at Nos.2 and 3 hatchways to 18" (instead of 24" as required by the Rules). These arrangements have been approved in cases of previous cable vessels where necessary to suit the arrangements.

The vessel is of a length and type to require eight watertight bulkheads to be fitted, all extending to the upper deck.

The subdivision proposed is not clearly indicated on the plans, but it would appear that at places the boundaries of the cable tanks are intended to form part of the watertight subdivision.

It will be necessary for a plan of bulkheads to be submitted including the stiffening and construction of the cable tanks where such are intended to form watertight bulkheads.

If it be intended not to extend all the bulkheads to the upper deck it will be necessary for a letter to be received from the Owners stating the justification for the omission of the bulkheads, and the Builders will require to submit suitable constructional compensation for the same.

With the exception of the beams in way of the machinery casings the scantlings of these and the pillaring arrangements have not been dealt with at the present time, as the pillaring arrangements ^{having only been partly indicated on the plans} are not clear. This matter will be dealt with when the unsupported spans of the beams are clearly defined. When submitting these the Builders should state clearly if the loads on the 2nd and 3rd decks are in excess of those for passenger decks at any part.

It is submitted the Surveyors be requested to

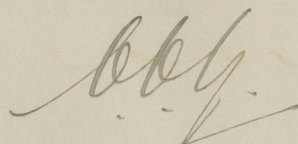
inform the Builders as above, and provided

COMPLIANCE

the steamer will be worthy to be classed 100A1 with a freeboard corresponding to a ^{minimum} moulded draught of 29' and with the ~~special~~ notation "Cable Vessel".

With regard to their letter the Surveyors should be informed that it is not correct to state that this ship is a complete superstructure vessel as the draught desired is 1'-4 $\frac{3}{4}$ " more than the draught for a C.S.S. ship.

The Builders will see that it has been necessary considerably to increase the scantlings ^{generally} as the addition of .02 in thickness proposed by them on account of the extra draught was wholly inadequate for the ^{purpose} ~~services~~ intended.


11.5.25.



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