

Steel Screw Steamer No.958 proposed to be built by Messrs. Cammell, Laird & Co.Ltd. with a view to class 100A1 "Carrying Petroleum or Molasses in Bulk" with the special notation "Longitudinal Framing".

Rule dimensions : 220 x 36 x 14 ft. to upper deck
18.66 ft. to top of trunk at side

Scantling numbers : 3080 and 11000

Proportions : Length = 15.7 depths to upper deck
11.8 depths to top of trunk at side

Plan of midship section (in triplicate) submitted by the Builders direct.

This vessel has been designed by Mr. T.T.Kennaugh for the British Molasses Company, and a plan was approved for him on the 16th ultimo.

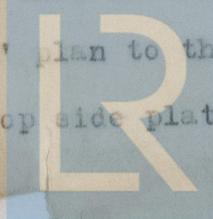
The Builders now propose to increase the length by 5 ft. and the breadth by 9".

The scantlings and arrangements have been discussed in this Office with Mr. Sydie, representing the Builders, and it is submitted the latter be informed that on account of the increase in the dimensions it is necessary to increase the bottom transverses, and the trunk top and side plating as indicated on the plans, and provided

Compliance

the vessel will be eligible to be classed 100A1 "Carrying Petroleum or Molasses in Bulk" with the special notation "Longitudinal Framing".

The Builders might be informed that in examining the plan, after Mr. Sydie's visit, it is found that it is in agreement with the plan approved in this Office for the Owners on the 16th ultimo, taking into account the increased dimensions, with the exception that the reference in the top left hand corner of the Owners' plan to the increase of the bridge side plating and the poop side plating at the 'poop front



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to .48" has not been included.

The Builders' proposal has also been discussed in this Office with Mr. T.T.Kennaugh, representing the Owners, and as arranged, and with reference to the plan approved for him on the 16th ultimo, it is submitted he be informed that the increase in dimensions proposed by the Builders, namely 5' in length and 9" in breadth, would involve an increase to the trunk top and side plating of .01" in thickness and an increase of 1" in depth on the bottom transverses, and the alteration of the face bars on the latter members to 7 x 3 x .42" bulb angles.

As these increases are required by the Society, the same have been indicated on the plan approved for the Builders, which latter includes the scantlings indicated on Mr. Kennaugh's plan approved on the 16.1.29 (together with the increases on account of larger dimensions above mentioned), the only exception being that the note indicated on the top left hand corner of Mr. Kennaugh's plan regarding the increase of the bridge side plating and the poop side plating at the poop front to .48" is not included.

With regard to the foreboard the ^{27.2.29} assigned the Builders showed forward an outline profile and deck plan and should also state the sheers at $\frac{1}{8}$ th length from each end when provisional assignment will be made.

W.S.R.

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