

*Jobs attached  
to Plans*

27th February, 1925.

Dear Sirs,

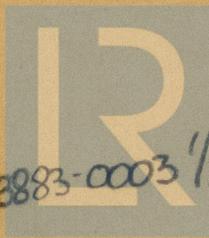
PROPOSED TWIN SCREW MOTOR SHIP  
452' x 58' x 35'3".

With further reference to your letter of the 18th instant I am now instructed to return herewith the plans of the midship section and general arrangement for this vessel and to say that the scantlings can be approved for a freeboard corresponding to a draught of approximately 28'0 $\frac{1}{2}$ " moulded.

In connection with these plans and in confirmation of the conversation between Mr. Perris and Mr. Plett, I am to say that in accordance with the latest Rules of this Society certain modifications might be made in the structure, particulars of which are enclosed for your information.

1./

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Lloyd's Register  
Foundation

Plans received  
from Wilson Clark  
2-7-25

- 1. The side shell plating including the Upper Deck sheerstrake in way of the bridge .73 in thickness. *.74 fitted sheerstrake unaltered*
- 2. The bottom plating .76 for a half length amidships to .81 on flat of floor forward. *.76 fitted .8 between 3/4 on flat of floor forward.*
- 3. Keel .84 to .74. *unaltered*
- 4. Upper deck plating in wells abreast hatchways for a half length amidships. *.72 fitted*
- 5. The plating of the second deck in way of the machinery space .42 including the stringer. *not fitted*
- 6. The upper deck stringer plate in the bridge and the other two strakes abreast machinery opening .44. *unaltered*

In association with 5 and 6:-

- 7. The bridge deck plating .48 abreast the 9 ft. openings, with .7 stringer plate <sup>as</sup> shown on the plan. *fitted fitted*

In accordance with the practice of this Society the framing between one-third and two-thirds length amidships forward would be increased which would mean increasing the thickness of the reverse frame in the No. 2 hold to .56.

*fitted*

I am to express the hope that the information given will be of service.

Yours faithfully,

Messrs. Alfred Holt & Co.,  
LIVERPOOL.



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