

(Submitted by Mr Curchin).

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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

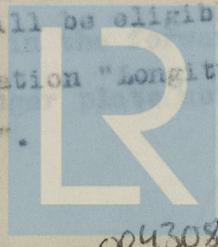
4 Enclosures.

16th October, 1923.

Dear Sir,

With reference to your letter of the 9th instant enclosing plans in triplicate of midship section, profile and decks of the Steel Screw Steamers Nos. 59 & 60 proposed to be built by the Furness Shipbuilding Company, it is observed that the vessels are proposed to be built with a forecastle, and a long raised quarter deck extending from aft to the half length forward, there being a short well in way of No.1 hatchway, which hatchway is proposed to be treated as a trunk.

With regard thereto I am directed to state that the forecastle, raised quarter deck and No.1 trunked hatchway have been treated as superstructures in determining the scantlings and freeboard, and provided the scantlings and arrangements as shown and amended be adhered to, the Rules in all other respects be complied with, and the materials and workmanship be to the Society's satisfaction, the vessel will be eligible to be classed LOCAL with the special notation "Longitudinal Traming in double bottom and at decks".

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Lloyd's Register
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Approved Plans

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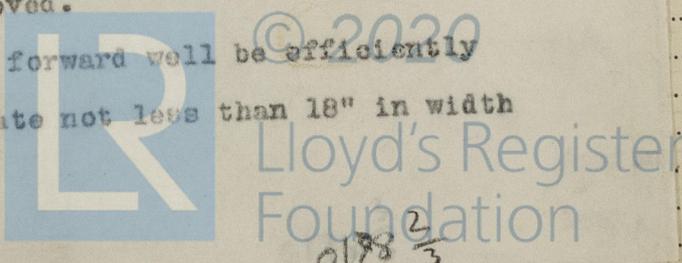
The usual plans should be forwarded for consideration, and should include the construction of No.1 trunked hatchway, the coamings of which must have adequate horizontal support at their upper edges, and also details of the strengthening at break of raised quarter deck.

In order to comply with the requirements of the Society's Rules and also to obtain the minimum freeboard, the area of the freeing ports in the forward well on each side should be 10% of the area of the bulwarks, and in way of the raised quarter deck the area should be 5% of the area of the bulwarks.

It will be necessary for the sanction of the Owners to be obtained to the adoption of the Revised Rules.

At the same time I have to state that subject to the particulars and dimensions now supplied being verified on completion of the vessels, the freeing port area in the well being equal to the Rule requirements, and facilities being provided to enable the crew to pass to and from their quarters without descending into the well, a Summer freeboard of 5'-6 1/2" from statutory deck line 1 1/2" above the steel raised quarter deck at side could be provisionally approved.

If the trunk in the forward well be efficiently stiffened and a stringer plate not less than 18" in width



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(Submitted by W. Curchin).

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be fitted along each side of the hatchway, the freeboards could be reduced 1".

The freeboards have been computed on a tonnage coefficient of .78 and are subject to revision if required.

Two copies of each of the plans are returned herewith, and the remaining copies are being retained in this Office for reference.

I am, Dear Sir,

Yours faithfully,

Secretary.

H.W.Curchin, Esq.,

Managing Director,

The Millar System of Ship Construction (Patd.) Ltd.,

1, Seething Lane, E.C.3.



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