

Rule 100

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ENCLOSURES.

11th January, 1927.

Dear Dippie,

I am in receipt of your letter of yesterday's date and am delighted to learn that you are back in the Shipyard again, and trust that your troubles are now at an end and that you are again feeling fit and well.

We have gone very carefully into the rough draft of the freeboard computation for the Furness Shipbuilding Co's Yard No. 108, and I think it better to send you a complete copy of the computation as now worked out in this Office as there are a number of errors in the rough computation which you sent.

Regarding the sheer, your method of arriving at the mean effective end sheer is correct and agrees with the calculation which we have made; you are however not justified in assuming that the effective sheer at $\frac{3}{4}$ th length from each end is 55% of the effective end sheer. A glance at the character of the sheer curve will show that all the sheer is concentrated at the ends, and in order to obtain a correct estimate of the sheer for $\frac{3}{4}$ ths midship length it is necessary to adopt the same method as that followed in computing the end sheers. This will be made clear to you by the copy of the sheer calculation where the figures are indicated in red.

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You will observe that it has been necessary for us to measure ordinates for this curve, and it might be advisable for you to check these ordinates before sending in your final report.

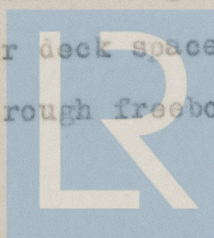
If you consider the sheers which you give at $\frac{1}{8}$ th length from each end you will find that their mean value works out at $16\frac{1}{4}$ ", and in view of the fact that there is no sheer for the greater portion of this length it will be at once obvious to you that the mean effective sheer must be considerably less than 16.5", which is the figure given by you.

In making the necessary correction for depth of framing you have added the correction to the registered breadth instead of subtracting it.

With regard to the allowance for the forecastle, the regulations do not permit any allowance being given for an erection which does not extend to the side of the ship; the effective length of the forecastle is therefore 52'-6".

With regard to the particulars required on the back of your freeboard report, you should give full particulars of the hatchways, as it is not sufficient to say "as per approved plans". You should also show the bulwark on the little profile sketch and indicate roughly the position of the freeing ports, and should indicate and give particulars of the scuppers draining all the upper deck spaces.

I am returning your rough freeboard computation and



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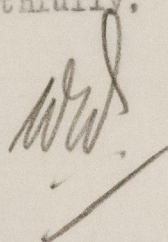
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sheer calculation and also I am forwarding copy of freeboard computation and sheer corrections, and you might kindly return the latter with your final freeboard report.

It will be quite in order for you to arrange for the Builders to mark the freeboards in accordance with the figures given on our freeboard report.

With kind regards,

Yours faithfully,



J.R. Dippie, Esq.,
MIDDLESBROUGH.



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