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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

8th July, 1930.

Dear Sir,

I have to acknowledge the receipt of your letter of the 28th ultimo enclosing one from the Owners of the steamer "SAINT ELOI", together with a plan, from which it is noted that it is proposed to close in part of the forward and after wells by linking up the winch platform erections to the existing bridge, also to reduce the widths of Nos. 2 and 4 hatches on the upper deck, and trunk the same to the extended bridge deck.

The plans are returned herewith, and I have to state that provided the arrangements be carried out as shown thereon, and to your satisfaction, they will be approved.

With regard to the points raised in your letter I have to inform you that the proposal to make the new deck and side plating of the same scantlings as the existing bridge will be approved.

No exception will be taken to the proposal to reduce the width of Nos. 2 and 4 hatchways, the new beams scarphing the existing beams and extending to the new position of the hatch side coamings, and also the new bridge deck beams should be of the same scantlings as the present

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beams, and it is considered they need only be lugged to the hatch coamings. No exception will be taken to fit the scarphs in the same line if desired.

On account of Nos. 2 and 4 hatchways being trunked between the upper bridge decks with no covers fitted at the upper deck, it will be necessary to reinforce the hatch webs at the level of the main deck immediately below the trunkway. This reinforcement might be made by fitting rider plates to the bottom and top mountings of the existing webs.

In way of the tween deck pillars at the middle of the length of Nos. 2 and 4 hatchways on the upper deck, the back bar should be of channel section and extended 18" past the centre of the pillar. In addition a rider plate 12 x .60" should be fitted to the bottom of this back bar and lapped to the existing pillar cap plate.

It will be necessary to fit a doubling plate 20' x .60" in thickness and extending the full breadth of the upper deck stringer, at the ends of the new bridge at frames 31 and 130, and the new bridge front on frame 130 will require to be additionally stiffened so as to be equivalent to the requirements of the Rules for bridge fronts.

The equipment will not be affected by the proposed alterations.

If the alterations be carried out as proposed, the

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freeboards will be reduced about $9\frac{1}{2}$ inches. Full particulars (except sheers) should be forwarded on front and back of form 11b for amended assignment on completion of the alterations.

I am, Dear Sir,

Yours faithfully,

Secretary.

R. Rennie, Esq.,

DUNKIRK.



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