

0000 Managers Messageries Maritimes Port belonging to
Steamer "SAINT ELOI", No. 83219 in the Register Book.

This vessel was built in 1921 by Messrs. Wm. Gray & Co., and is classed 100A1 in the Register Book.

A letter and a plan has been received from the Dunkirk Surveyor shewing a proposal to close in part of the forward and after wells by linking up the winch platform erections to the existing bridge. It is also proposed to reduce the widths of Nos. 2 and 4 hatches on the upper deck, and trunk the same to the ^{extended} existing bridge deck.

The Surveyor states that it is also proposed to carry out similar alterations to the Steamers "SAINT AUGUSTIN" "SAINT LUC" and "SAINT ROCH".

It is submitted the Surveyor be informed that the arrangements as shewn on the plan will be approved, provided they be carried out to his satisfaction.

With regard to the enquiries contained in his letter the Surveyor should be informed 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, and ~~it is considered~~ that 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 scantling as the present beams, ^{it is considered they} and 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 ^{plates} 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 ^{to} plates at the bottom and top mountings of the existing webs.

In way of the tween decks pillars at the middle of

Lloyd's Register Foundation
007352-007362-0235 1/2

-2-

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 backbar and lapped to the existing ^{Pillar} cap plate.

They should be further informed that 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.

for question of freeboard.

7.7.30.

SP.

SV

If the alterations be carried out as proposed the freeboards will be reduced about $9\frac{1}{2}$ inches.

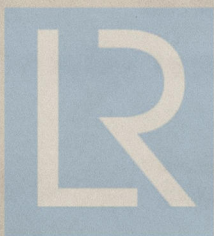
The Surveyors should forward full particulars (except sheers) on front and back of 11b Form for amended assignment on completion of the alterations.

W.S.

8.7.30

Ltr. 28/6. Ansd. 8/7

1 plan returned



© 2021

Lloyd's Register Foundation

0235 2/2