



Lloyd's Register of Shipping.

342, Argyle Street, Glasgow.

ENCLOSURE.

18th December, 1924.

Reference

Dear Mr. Watt,

Messrs. Barclay, Curle & Co's No. 607.
400' x 54.9' x 32' Moulded Dimensions.

Messrs. Barclay, Curle & Co., Ltd. have forwarded a request for freeboard for their No. 607 vessel, the S.S. "RYDAL HALL", building for The Ellerman Lines, Ltd.

The vessel has a short poop and a combined bridge and forecastle, leaving a well aft. The Builders are fitting two arrangements for closing the openings at the aft end of the bridge and at the fore end of the poop, the first arrangement being weather boards fitted in two angles. You will note that one flange is riveted to the bulkhead, while the other flanges are bolted together. Bolted plates are fitted for the second arrangement; the bolts in these plates do not go through the bulkhead plating and are spaced 13" apart. When the arrangement shewing bolted plates is fitted you will note that the bolted angle can be removed.

In the Preliminary Freeboard Form No. 43574 forwarded by Mr. Clark on the 24th April last these openings were proposed to be closed by weather boards in riveted channels. This has now/

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000180-000188-0055V2

now been altered to the present arrangement and I shall be glad to know if the full length of the erections can be now allowed. *X*

Further, on reading over Board of Trade Circular No. 1388 I notice that in well deck steamers the allowance for deck erections is to be computed by the scale of paragraph 12, where the openings are closed with Class A appliances, instead of paragraph 11. In the present preliminary freeboard this would appear to have been computed on the basis of paragraph 11, and I shall be glad if you will let me know when paragraph 11 is used and when paragraph 12 is used. Is it the case that where the combined bridge and forecastle covers the Engine and Boiler rooms paragraph 11 may be used, but where a long poop and bridge covers the Engine and Boiler rooms paragraph 12 is used?

I enclose a ~~rough~~ sketch of the arrangements and also profile plan of the ship for your information.

Yours faithfully,

W. J. Chail.

X The builders desire the full allowance and are prepared to modify the arrangements to obtain this if it is necessary. I presume if the two angles were riveted together it would be all right. Would anything further be required?

William Watt, Esq.,
LONDON.

4 1/2" increase