



plan showing the positions and giving figured dimensions of the scuppers, discharges, sidelights and openings in ship's sides which are near the load water line, and indicating clearly what spaces are drained by the scuppers and discharges. The sidelights between 2nd and 3rd decks forward of frame 171 should be in accordance with Section 48 (a) and (b) of the Regulations, and a detailed sketch should be submitted for approval. A detailed sketch of the coaling ports through the vessel's sides should also be submitted for approval.

It is noted that no underwater sidelights are to be fitted, and that the bulkhead on frame 83 is watertight. It is also noted that the inner bottom plating in way of cofferdams at bulkheads 83 and 117 is intact, but the builders should be asked to confirm that this plating is watertight.

The builders should be informed that it is presumed a fireproof bulkhead is indicated on the drawings in the midship deckhouse on Shelter deck on frame 88. It appears that this bulkhead is more than 131 feet from the fore end of this deckhouse, and that therefore an additional fireproof bulkhead will be required in order to comply with the regulations. As it also appears from the drawings that the deckhouse on Promenade deck is over 131 feet in length, a fireproof bulkhead will be required in this deckhouse, and it is suggested this bulkhead could conveniently be fitted between the 1st Class Saloon and 1st Class Lounge abreast the funnel casing.

It should be stated for the information of the builders that as the length of the after recess is more than 1/3 of the length of the ship, the permeability of the tunnels and tunnel recess has been taken at 95%, in accordance with page 9, para. 15 of the regulations.

Two copies of the Profile plan showing the machinery discharges should be returned; the remaining copy being retained this Office.

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