

TELEGRAMS:
"Harland, Belfast."

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ALL COMMUNICATIONS TO BE ADDRESSED TO THE FIRM.

Shipbuilding & Engineering Works.

Belfast, 13th April 1892

Mess^{rs} The Surveyors to Lloyds Register.

Belfast.

Gentlemen,

No. 257.

With reference to the arrangement of hold beams in this vessel, about which Mr Pinn had a conversation with Mr Cornish in London last week, the Owners are still most anxious to have these beams further apart to facilitate stowage of cargo. Considering the large number of bulkheads and deep web frames with which this vessel is provided, and also that the beams of the Upper and Middle decks are only 2'-6" apart with extra deep and well riveted knee plates, all of which will give much greater stiffness to resist twisting and racking strains than the ordinary construction. We are of opinion that ^{hold} ~~back~~ beams placed as shown

shown on the enclosed tracing would be sufficient for all purposes, and we trust same will be approved. We may mention that since the Midship Section was passed by you it has been decided to increase the sheer strake to $\frac{3}{16}$, strake below sheer to $\frac{1}{16}$, upper deck inner stringers to $\frac{1}{16}$, and strake of deck plating alongside Engine and Boiler Hatches to $\frac{1}{16}$.

We return your Midship Section and Longitudinal Plans herewith, and shall be glad to hear from you regarding this matter at an early date.

Yours obed^t Serv^t

Harland & Wolff

WLL



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Foundation