

MEMORANDUM.

Builders' Name *Russell & Co.*
Yard No. of Vessel *199 Steel S.S.*

The following amendments will be required to render this vessel eligible for the class contemplated:—

1. Double reverse frames to be fitted from bilge stringer to bilge stringer in the S. & B. space as required by Rules. *g.b.*
2. Alternate reversed frames to be extended to f. castle deck. *g.b.*
3. The rudder post to be extended ~~to~~ well into the body of the vessel and connected to a deep transom plate as required by Rules. *g.b.*
4. The sheerstrake to be $1\frac{3}{20}$ thick for $\frac{3}{4}$ length of ship and to be doubled at break of R. & D. and at bridge front. *g.b.*
5. The bottom plating in way of the D.B. to be only reduced in thickness where the plates are $1\frac{1}{20}$ thick. *g.b.*
6. The strake of bottom plating ~~partly~~ outside the D.B. not to be reduced in thickness as proposed. *g.b.*
7. The single angle on the beams at ends of hatchways to be $5 \times 3 \times \frac{8}{20}$ instead of $5\frac{1}{2} \times 3 \times \frac{7}{20}$. *g.b.*
8. The fore-castle stringer plate to be $\frac{6}{20}$ thick instead of $\frac{5}{20}$ at ends as proposed. *g.b.*

9. The bridge deck stringer plate to be $\frac{9}{20}$ thick instead of $\frac{8}{20}$ as proposed.
10. The main & quarter deck stringer plate to be 35" wide at ends as required by Rules instead of as proposed.
11. The main deck plating to be $\frac{6}{20}$ all fore and aft instead of $\frac{5}{20}$ under fore-castle as proposed.
12. The bracket knees outside the D.B. to be $\frac{7}{20}$ thick as required in previous cases instead of as proposed.
13. The buttstraps of the outside plating to be $\frac{1}{20}$ thicker than proposed and treble riveted at any part where the widths of the strakes are within the limits set forth in Sect. 19 par. 15 of Rules.
14. Double angles to be fitted to connect the web frames to the margin plate.
15. Double angles to be fitted on the side stringers in way of the diamond plates.
16. Reverse lugs to be fitted to every frame to connect the side stringers.
17. The deck plating at sides

of E. & B. openings and long h'ways
to be $\frac{8}{16}$ thick instead of as proposed,
and at sides of fore & after h'ways
to be $\frac{7}{16}$ thick.

18. The web frames to be connected to
the beams by bracket knees.

19. Doubling pieces to be fitted to
the frames at centre line; the
intercostal centre girder to be
closely fitted to the floors and
the workmanship to be to the entire
satisfaction of the Surveyors.

20. The lower side stringer to be
extended to the stem and the
panting arrangements and
stringers at ends to be to the
Surveyors' satisfaction.

21. The after peak recessed beams
to be watertight to the height of
the upper deck as required by
Rules.

22. The coamings to the long
hatchways to be $\frac{8}{16}$ thick
and to the E. & B. openings $\frac{7}{16}$
thick as suggested by Surveyors.

23. Doubling plates to be fitted in
way of the coaling hatches as
suggested by Surveyors.

24. Floor plates to be fitted in
the after peak above the
shaft tube.

25. The beams to the after peak
ballast tank to be $7 \times 3 \times 9/20$
instead of $6 \times 3 \times 7/20$.

26. A plan showing the proposed
arrangements of bridge side
plating to be submitted for the
consideration of the Committee.

27. Strong beams to be fitted at
each deck where practicable
in the E. & B. space as required
by Rules or the web frames
increased.

28. The 1st No., estimated with
the depth taken to a beam
having the normal round
size of 4" per foot of length
to be under 80, as if exceeded
the scantlings would require
increasing.

13/7/88.

H.



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APR 30 - 0301 (0474)

Russell & Co.

L.S. No. 199

Memorandum
of Amendments

Dec 26/76



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