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### Awning decked S.S. Sirius

It is submitted that the plan showing Bulkhead arrangements of the "Nordstjerren" should be returned to Mr. Paddersatz as requested: and in reference to the question of the collision Bulkhead he should be informed that the case of the "Sirius" is not ~~quite~~ similar to that of the "Nordstjerren" for when the latter vessel's plans were submitted to the Committee, the Rules did not ~~insist~~ <sup>insist</sup> on the collision bulkhead ~~to being~~ <sup>but it was recommended to be so on the longitudinal plan,</sup> extended to the Awning deck, whereas in the case of the "Sirius" the Rules distinctly required that Bulkheads to be extended to the Awning deck, and this was indicated in red ink on the longitudinal plan. It should be pointed out to Mr. Paddersatz that in all vessels building for classification under his survey, it is his duty to see that the scantlings and arrangements as shown on the plans after being approved by the Committee are strictly carried out, and if any deviation therefrom be made, the attention of the Committee should at once be drawn to the same with a view to their determining whether the deviation in question should be sanctioned.

As regards the collision bulkhead, it may be added that it is not essential that the part above the main deck should extend in the same line as the lower portion if connected to the lower portion by means of an iron watertight flat. At the same <sup>time</sup>, it is considered that this upper part should be a reasonable distance from the stem in all cases so as to be efficient in cases of collision in preventing water getting into the main body of the vessel, and which would be given more importance in an ~~awning decked~~ <sup>awning decked</sup> vessel carrying a large number of passengers than in an ordinary cargo vessel.

Recd 18. 5. 85.

Ans. 19 (plan ret'd)

W.W. 19/5/85