

HARLAND AND WOLFF, LIMITED.

THE GOVAN SHIPBUILDING YARD, GLASGOW.

DIESEL ENGINE WORKS,
FINNIESTON, GLASGOW.

ENGINEERING WORKS, SCOTSTOWN, GLASGOW.

CLYDE FOUNDRY, GOVAN, GLASGOW.

SHIP REPAIRING & ENGINEERING WORKS,
LONDON, LIVERPOOL & SOUTHAMPTON.

LONDON OFFICE:
9, WHITEHALL, S.W. 1.

ALL COMMUNICATIONS TO BE ADDRESSED TO THE COMPANY

TELEGRAMS: HARLANDIC, BELFAST.

TELEPHONE: BELFAST 57223.

CODES: A. B. C. (6TH EDITION)
AND BENTLEY'S.

Shipbuilding & Engineering Works,

Belfast. 3rd February, 1939.

E.

The Surveyors,
Lloyd's Register of Shipping,
BELFAST.

Dear Sirs,

Nos. 1016 and 1017.

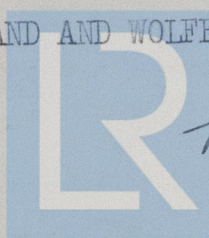
We duly received your letter of 31st January, with reference to the scantlings of the Forecastle Deck beams as fitted in each of the above vessels, and indicating to us that your London Office assumed that the beams were fitted on every frame when they approved of the scantlings.

As requested, we send you herewith a print of the Forecastle Deck, part of the approved steel deck plan, but this has been brought up to date, the main difference being that the girder on the centre line is now 1 foot to starboard.

The scantlings of the beams shown and as originally submitted to you were based on Table 13 of the Rules for beams fitted at alternate frames extrapolated to 70' 0" beam amidships and corrected for span and beam spacing, and we see no material reason why these beams should be increased, particularly as, since the question was raised by your Surveyor, we have checked the stress coming on these beams and find that this is under four tons per sq. inch, allowing for a 4 ft. head.

Yours faithfully,

For HARLAND AND WOLFF, LIMITED,



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Lloyd's Register
Foundation