



Lloyd's Register of Shipping,

97 & 98, Scottish Provident Buildings,

Donegall Square, West,

Belfast, 14th June 1919.

Dear Mr. Fowling,

In reply to your letter of the 12th instant addressed to Mr. Beveridge, with reference to the fitting of portable plates in tween deck bulkheads in Messrs Workman Clark & Co's No. 442, the vessels ^{are} being built for the Ulster Steamship Co. (Head Line). I discussed the question with the owners Assistant Superintendent, who states that the vessels in which the bolted plates have been fitted are classed with the British Corporation. He is of opinion that the owners will be satisfied if these bolted doors are fitted in bulkhead No. 110 and in after peak bulkhead, omitting those in bulkhead 98. I have pointed out to him that the vessel only requires 6 bulkheads so that the tween deck bulkhead on No. 110 frame could be dispensed with, and as the after peak bulkhead ^{Subject to Approval of the Committee} is only required by the Rules ^{W.T.} to extend to the first deck above the water line, the tween deck part of this bulkhead could also be omitted and the record in the Register Book would then be ~~8~~ 7 bulkheads- 5 to upper deck and ~~2~~ 3 to main deck.- if the bolted doors are fitted.

I shall be glad if you will let me know by wire on Monday if my suggestions are in order and I will try to arrange with owners accordingly.

With kind regards
Yours faithfully,

J. M. Sheena

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