

ADMIRALTY MERCHANT SHIPBUILDING
AND REPAIR DEPARTMENTS,
Room 306, St. Enoch Hotel,
Glasgow. C.1.

15th January, 1945.

Dear Sir,

Castle Corvette/Rescue Ships.
Messrs. Fleming & Fergusons Ship Nos. 654 & 665.
"EMPIRE LIFE GUARD" and "EMPIRE PEACEMAKER"
Messrs. Ferguson Brothers Ship Nos. 371 & 372.
"EMPIRE REST" and "EMPIRE COMFORT"
Messrs. Geo. Brown's Yd. No. 230 - "EMPIRE SHELTER"

Further to telephone discussions with Mr. Cockeram in connection with the fitting of a watertight door in the bulkhead between the stokeholds on above ships, we attach herewith a plan showing the proposals for this work. This has been prepared by Messrs. Ferguson Brothers (Port Glasgow) and is marked for their Ship No. 372, but will be equally applicable to the other 4 ships of this series.

2. Distant reading water gauges will be fitted in addition to the W.T. door.
 3. The door is proposed on the forward side of the bulkhead on the port side which by inspection at the ship provides the best access from the stokeholds.
 4. Empire Rest and Empire Lifeguard are in service, and in the near future Empire Comfort and Empire Peacemaker will run their trials. It will therefore be necessary to fit the door and distant reading water gauges at such time as they can be obtained and when the ships become available.
 5. Empire Shelter is not expected to complete for about four weeks from date and it may be possible to get this additional work done before the vessel leaves the Builders' hands.
 6. On receipt of approval for the arrangements proposed, we propose to arrange with the Managing Owners (Messrs. City Lines Ltd.) or with Sea Transport Department to put the work in hand.
 7. The stokeholds in these ships are on the closed pressure system with access obtained through an airlock, and some difficulty may occur in obtaining access to the bulkhead for shipping the door and its frame. There is a bolted plate in the Boiler Casing side accessible from the fore and aft forecastle alleyway and it is thought that a door of the size shown could be handled through this orifice.
 8. The closing appliances at the door and at the casing top are of "all round type". The handle on the wheel near the door might with advantage be made to hinge to give better access across the back of the boiler and the hand-wheel might also be moved nearer to the door opening to provide a reduced angle of the shafting at the universal joints. It is submitted for consideration that it may be desirable to fit a hand-wheel on either side of the bulkhead at the door position.
 9. Whilst all the ships of this class are identical in main features the placing of fittings locally will vary to some extent in each ship. As such, each door will require to be lined off at the ship and the length and leads of the shafting made to suit.
 10. With regard to the handwheel on the casing top it is particularly desired that this be kept as far inboard as possible to keep the passage alongside the boats as clear of obstruction as possible.
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With this in view you may wish to substitute a vertical wheel for the horizontal wheel shown.

11. There is an oil fuel filling station on the casing top (port side) in the vicinity of the handwheel, and it is essential that care be taken not to interfere with the oil fuel stand pipe and the lead of the oil fuel hose overside. This is a matter which can be looked into at the ship. (We are advised that distance between the handwheel and O.F. stand pipe is 3' - 0" (centres)).

12. We are assured that the spacing of the stiffeners on the bulkhead is common to all 5 ships - permitting a clear door opening not exceeding 22" -. It is particularly desired that the bulkhead stiffeners remain intact, this to avoid the fitting of horizontal compensation above and below the door and particularly to avoid connections of such compensation to the fore and aft bulkheads of the wing oil fuel tanks.

13. In the meantime the plan will be submitted to the Classification Society for comment.

We will be glad to have your advice on the proposals at your earliest convenience.

Yours faithfully,

(Signed) E. M. SMITH.

for Director of Merchant Shipbuilding
(H)

J.H. Morgan, Esq., O.B.E.,
Principal Officer,
M. o. W.T.

12 James Watt Street,
Glasgow.



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