

COPY.  
PORT OF  
LONDON.

GLASGOW

SECRET AND  
CONFIDENTIAL.

3rd April, 1940.

Plans enclosed.

Dear Sirs,

Yard No. 235 - Amended plans of Midship Section,  
and Profile & Decks.

With reference to the above plans I have to inform you that provided the scantlings and arrangements as shown and amended thereon be adhered to, the Rules in all other respects be complied with and the materials and workmanship be to the satisfaction of the Society's Surveyors, the vessels will be eligible to be classed 100A1.

The electric welding should be carried out to the satisfaction of the Society's Surveyors and the Regulations for the/ Application of Electric Arc Welding to Ship Construction should be complied with.

A reduced length of chain cable and the proposal of the Admiralty, Merchant Shipbuilding Branch, to dispense with the third bower anchor have been approved as a war emergency measure, on the understanding that if and when the ships engage in ordinary peaceful merchant pursuits, the equipment will be made in accordance with the requirements of the Rules. The proposed equipment should be submitted for approval.

It is observed that in several instances sections are proposed which are not included in the list agreed by the Ministry

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A reduced length of chain cable and the



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of Shipping and the Steel Manufacturers presumed that you have made arrangements to obtain these sections. It should be noted, however, that the Ministry have requested that the standard list of sections should be adhered to as far as possible.

The construction of the lower part of the watertight bulkheads should be in accordance with the Ministry of Shipping's letter dated 12th December, 1939, but it has been decided by the Admiralty that if adherence to the original scheme interferes with your arrangements, the following alternative arrangements might be adopted, namely:-

- (1) The margin plate may be fitted continuously.
- (2) An athwartship strake of plating, with continuous double riveted seams between margin plates, fitted at each bulkhead.
- (3) The bulkhead plating, also the floor below, to be connected to this strake of plating by means of a 6 x 6 tee bar with double riveted attachments. Alternative equivalent connections could be approved.
- (4) The athwartship strake of plating to be kept as narrow as practicable, but of sufficient breadth to take the bulkhead stiffener bracket attachments.

The vessels are of a length to require five watertight bulkheads, and it is observed that this number is proposed to be fitted; two of these bulkheads, however, forming the boundaries of the midship deep tank are 9' apart and therefore can be considered in the terms of the Rules as one bulkhead only. The non-watertight bulkheads in the forward and after holds will be accepted as compensation for the omission of the bulkhead and for the long hatchways, and a notation will be made in the Register Book as follows:-

"Intermediate B.H. dispensed with; 4 B.H."

One set of plans is returned herewith and the remaining

sets/

A reduced length of chain cable and the

the Admiralty Merchant Shipbuilding Branch to



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sets have been retained in this Office for record.

I am, Dear Sirs,

Yours faithfully,

Local Secretary.

Messrs. The Burntisland S.B. Co.Ld.,  
BURNTISLAND.

Accepted plans of Burntisland S.B. Co.Ld.,  
in accordance with the Rules.

The plans for the proposed vessel, 1,455 DWT,  
were approved in the London Office in August last and subsequent  
changes, and the plans now submitted embody alterations made to  
the arrangements since the original plans were dealt with.

A sketch submitted by the Builders on the  
15th ultimo showing modification to the original plan was examined  
in this Office and forwarded to London for confirmation of the  
arrangements and proposed reply to the Builders. (See Secretary's  
letter dated 28th ultimo). The modifications shown in this sketch  
are embodied in the plans now submitted.

It is submitted that the plans are in accordance  
with the Rules.

That proposed



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Foundation

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A reduced length of chain cable and the  
proposal of the Admiralty, Merchant Shipbuilding Branch to