

STEEL SCREW STEAMERS PROPOSED TO BE BUILT WITH A VIEW TO CLASS 100A1.

MESSRS. THE BURNTISLAND S.B. CO. LTD. NO. 235 (E.4350 D.W.T.)

MESSRS. LITHGOWS LTD. NOS. 948/9/50/1.

Rule dimensions: 312 x 44.25 x 22.08 Upper
27.08 R.Q.D.

Scantling Numbers: 6889 and 20695

Proportion: Length = 14.13 depths to upper
11.52 " " R.Q.D.

Amended plans of Midship Section, Profile & Decks submitted
in quadruplicate by the Builders.

The plans for the parent vessel, E.4350 DWT, were approved in the London Office in August last and subsequent dates, 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 13th ultimo showing modification to the original plan ^{of Profile & Decks} was examined in this Office and forwarded to London for confirmation of the amendments and proposed reply to the Builders. (See Secretary's letter dated 26th ultimo). The modifications shown on this sketch are embodied in the plans now submitted.

Messrs The Burntisland S.B. Co. & Lithgows.
It is submitted ~~the Builders~~ be informed that provided

COMPLIANCE (AMENDED)

the vessels will be eligible to be classed 100A1.

"E.W. Note".

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/

submitted for approval.

It is observed that in several instances sections are proposed which are not included in the list agreed by the Ministry of Shipping and the Steel Makers. It is presumed, ~~however~~, that the Builders 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.

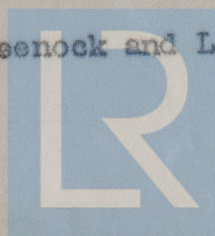
The construction of the ~~sewer~~^{lower} part of the watertight bulkheads should be in accordance with the Ministry of Shipping's letter dated 12th December, 1939, but it has been decided by the Admiralty that if adherence to the original scheme ~~as shown on the sketch forwarded with my letter of the 29th December~~ interferes with the Builders' 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. ~~The Classification Societies could approve alternative equivalent connections.~~ 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 should be returned to the Builders, one set forwarded to the Greenock and Leith Surveyors and one/



The Burntisland S.B.
Co's No. 235.
Lithgows' Nos. 948/9/50/1.

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set
one/retained in this Office for reference.

Two copies of the plan submitted by the Builders
on the 13th ultimo should be returned to them and one retained.

3rd April, 1940.

Note:- In the list of suggestions for elimination and
simplification of work enclosed with the Ministry of Shipping's
letter dated 28th December last, item (3) is as follows:-

"Bulwarks on one flying-bridge only, open rails elsewhere.
Bulwark may be of steel or pine - teak not to be used".

This is taken as not referring to weather deck bulwarks
as are proposed to be fitted in these Colliers.

The bilge keel plate appears to be attached to the shell
by a single riveted angle instead of a tee bar as is customary,
but it is considered no objection need be taken to the proposal.



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