



Telegraphic Address "Doxford, Sunderland." Telephone No. 5473 (4 lines)

Scott's Code 10th Edition



William Doxford & Sons Ltd

Shipbuilders & Engineers.

JRG/MF.

SHIPBUILDING DEPARTMENT.

Pallion Yard,  
Sunderland 23rd March 1938.

Messrs. Lloyds Register of Shipping,  
55, Fawcett Street,  
SUNDERLAND.



Dear Sirs,

No. 642 Ship.  
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With reference to your letter of the 12th inst. returning plan of Casings and Deckhouse for the above vessel, we have given consideration to the alterations asked for and are of the opinion that the plan we sent you was probably not sufficiently explanatory of the whole structure.

We do not think the webs asked for on the side bulkheads on the Midship House are at all necessary, and enclose a further plan showing a section through the Deckhouse and Casings to illustrate our point. It will be seen that the plating of the deckhouse sides is .31" and that it is protected by a very strong bulwark with intermediate stiffeners and stays and that the bulwark is further connected to the deck above and strongly supported by the beams and plating between the curtain plate and the deckhouse sides. Altogether there are really three fore and aft girders formed by (1) bulwarks and curtain plate, (2) deckhouse side, and (3) casing side. and we feel that these taken together form a sufficiently rigid structure.

Encl.

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We have a large number of similar vessels right back to our No. 612 Ship all similarly constructed, and not the slightest trouble has been experienced in any. We, therefore, submit that these webs be omitted, as they would be very troublesome, being in way of the accommodation, which, in fact, is practically completed on this particular vessel.

In regard to the girder asked for in the Saloonhouse, this would form a very serious obstruction in the centre of the Saloon, and we submit instead a girder of the type we now show on the plan which we think would fully serve the purpose.

In addition to this, we propose to fit another pillar about frame 80, close to the centreline of the ship, which would support the weight of the bathroom bulkheads etc. above.

As regards the brackets proposed by you to be fitted at the bottoms of the stiffeners on the house front, these completely spoil the panelling of the Saloon, and we, therefore, submit that we be allowed to fit brackets well rounded out but still with more throat thickness than the arrangement previously submitted.

We shall be glad to have the approval of your Committee for these proposals at your earliest convenience, as the vessel is now almost completed.

Yours faithfully,

WILLIAM DOXFORD & SONS, Limited.

*W. Ramsay Jellicoe*, Director.



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