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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

SECRET & CONFIDENTIAL.
ENCLOSURES.

13th July 1939.

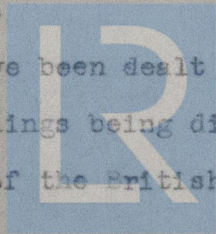
Dear Sir,

M. I return herewith one copy of each of the plans, forwarded with your letter of the 28th ultimo, of midship section and profile and decks for the single screw steamer, 425 ft. in length, proposed to be built by Messrs. Lithgows Ltd. under the Emergency Shipbuilding Programme, and I have to inform you that the Board of Trade have requested the following arrangements be made in this case:-

- (1) The sections used be limited to those shewn on the list agreed by the Board of Trade and by the Steelmakers.
- (2) A reduced length of chain cable be accepted.
- (3) The scantlings to be such that, with the tonnage opening closed, afreeboard corresponding to an increased draught of 18" can be assigned.
- (4) The watertight bulkheads to be extended to the upper deck.
- (5) The plans to be approved jointly by the Classification Societies.

The plans have been dealt with on the above basis, the details of the scantlings being discussed in this Office with the Representative of the British Corporation, who has also signed the plans.

W1169-0213



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Lithgows' Emergency Vessel.

I shall be glad if you will remind the Builders that the reduced length of cable is approved as a War Emergency Measure, it being understood that if and when the vessel is engaged in ordinary peaceful merchant pursuits, the equipment will be made in accordance with the requirements of the Rules.

On account of the increased draught desired by the Board of Trade, it will also be necessary to re-consider the scantlings of the hatch webs, and I shall be glad if you will arrange for a plan shewing these members to be submitted for consideration.

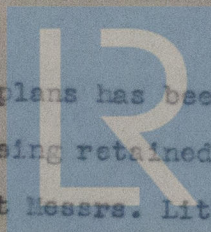
One copy of each of the plans has been sent to the Board, the remaining copy being retained for reference.

The plan of pumping arrangement, one copy of which is also returned, is approved provided the arrangements be carried out as shewn and amended thereon, and the remaining requirements of the Rules (1938-39) be complied with so far as they are applicable. The sizes of bilge, ballast and air pipes not exceeding 5" bore have been amended in accordance with the table of standard pipe sizes received from the Board of Trade.

One set of the plans has been sent to the Board of Trade, the remaining set being retained for reference.

It is noted that Messrs. Lithgows' programme

W1169-02132
3



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Lithgows' Emergency Vessel

includes similar vessels with Diesel machinery, and that a plan of the pumping arrangement for these vessels will be submitted in due course.

I am, Dear Sir,

Yours faithfully,

Secretary.

The Secretary,

GLASGOW.

P.S. The plans of midship section, profile and decks sent for reference with your letter of the 29th ultimo are also enclosed.



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