

EMERGENCY SHIPBUILDING PROGRAMME

Single Screw Steamer submitted by Messrs. Lithgow & Co., Ltd.,
(Repeat of same Builders' Nos. 921/2). Class: 100A1 with
a freeboard corresponding to a draught not exceeding that
contemplated by the Rules for a complete superstructure ship
having a tonnage opening.

Rule Dimensions: 425' x 56' x 36.75' to upper deck
27.75' to second deck D = 35.75

Scantling Nos: 15194 and 38994

Proportions: Length = 11.55 depths.

This is one of the type of vessels to be built under
the above Programme, for which the Board of Trade have requested
that:-

- (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 (agreed
by the Committee, see endorsement dated 2.3.39).
- (3) The scantlings to be such that, with the tonnage
opening closed, a freeboard corresponding to an increased
draught of 18" can be assigned.
- (4) The watertight bulkheads to be extended to the
upper deck (agreed by the Committee that the existing
scantlings of the hold bulkheads could be accepted, see
endorsement of 23.5.39).
- (5) The plans to be approved jointly by the Classification
Societies, one corrected copy being sent to the Builders, one
to the Board of Trade, and the remaining copy being retained
by one of the Classification Societies.

Plans of midship section, profile and decks
submitted by the Builders through the Glasgow Surveyors, have
been dealt with on the above basis, the details of the
scantlings being discussed in this Office with Mr. Turnbull,
representing the British Corporation, who has, together with

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the Society's Representative, signed the plans.

It is submitted the Surveyors be informed accordingly.

They should also be reminded 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.

One set of the plans should be returned to the Surveyors, who should be informed that 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 they should arrange for a plan shewing these members to be submitted for consideration.

One set of the plans should be sent to the Board of Trade, who should be informed that in dealing with the plan due consideration has been given to the various arrangements made by them in respect of the limited use of sections, height of bulkheads, reduced length of cable, and arranging the scantlings for an increased draught of 18".

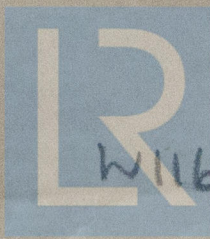
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