

COPY. *In Freeboard*
Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

Enclosure.

16th October, 1925.

Dear Sirs,

With reference to the Steel Twin Screw Tug & Passenger Steamer No.120 proposed to be built by your good selves, it is observed from the outline sketch of midship section and profile, handed in at this Office by your Mr.Mares, that the moulded draught specified is 11'-6" mean.

As desired, the scantlings which could be approved for the class 100A1 in conjunction with the minimum freeboard which could be assigned for a complete superstructure ship, and the reduced scantlings which could be approved if the mean draught were limited to 11'-6", have been indicated on the plan in question.

Mr.Mares was informed that if the reduced scantlings in conjunction with the 11'-6" draught were adopted, it would be necessary for you to inform the Owners that no increase could at any future time be approved unless the scantlings were suitably increased.

On account of the vessel being intended partly for towing purposes, Mr.Mares stated that it would be necessary to consider the height of the machinery casings amidships, but this had been left over for consideration when the plans are

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further developed.

The plan in question is returned herewith for your information and guidance in preparing the usual classification plans.

A blue print of the plan has been taken and retained in this Office for reference.

I am, Dear Sirs,

Yours faithfully,

Secretary.

Messrs. Dublin Dockyard Co., Ltd.,

DUBLIN.



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