

S.S. "SIR JAMES CLARK ROSS".

It is submitted Messrs. Arnesen, Christensen & Smith, Ltd., be informed in reply to their letter of the 15th instant that, if the forward and after wells are filled in and ^{the} draught of the vessel increased 12 inches, instead of 18 inches as previously proposed, the new weather deck plating could be .46" in thickness, instead of .50", and the super-structure side plating could be .66" instead of .70".

In the event of the forward well being filled in (the length of the vessel being increased 30'-4"), the maximum summer draught provided by the Regulations is about 27'-8", in which case the new weather deck plating could be .46" and the bridge side plating .68" in thickness.

It is not necessary that the present erection aft, described by Mr. Christensen as a "meat plan", should be entirely renewed, but it will be necessary for additional strengthening to be arranged at this part to maintain the standard of strength indicated on the plan recently dealt with. The present frames and beams in way of the erection aft could remain, with the new intermediate frames and beams, the scantlings of which could be arranged when a detail plan is submitted.

In view of the increased length and draught proposed, the present bridge erection should be strengthened as previously required, ~~with intermediate frames and beams~~, or equivalent arrangements should be submitted.

The matter has been discussed with Mr. Christensen in the office

[Handwritten signatures]

Ltr. 15/3/28.

Answerd. 22/3.

pc.Nvoc.

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