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6th January, 1936.

Dear Capt. Noal,

I must apologise for the considerable delay in dealing with the case of the T.S.S. "CERAMIC" which you were good enough to mention to me, but Mr. Crossley, in handing in the enclosed plans, said that there was no hurry in the matter and we could deal with the case in our leisure moments, which have not yet arisen as we have been very busy indeed since this recent boom in shipbuilding. I have now, however, made an opportunity of having the case examined, and I find that the scantlings and arrangements as shown on the midship section are such that the vessel could be recommended to the Committee for the class 100A- with freeboard corresponding to a summer moulded draught of 34'-6", without alteration.

There is one point that I might mention, and that is, it would appear from the plan that only a half depth intercostal is fitted under the hold pillars. Possibly this is not the case in the vessel itself, but, as you are aware, we require full depth intercostals to be fitted and no manholes to be cut in the intercostals or floors in way of the pillars. If, however, the arrangements are as shown on the midship section this could be readily remedied.

Before the case is submitted to the Committee officially it would be necessary for a profile and deck plan

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to be submitted and some particulars to be obtained of the basic spans of the pillars so that we can examine the scantlings of the pillars and girders. Such matters as the strengthening of the bottom forward and the strengthening at the ends of the bridge I am sure the Surveyor will find equal to our requirements.

Particulars of the equipment on board will require to be supplied and compared with the requirements of Table 53 of the Rules for the assignment of the figure "1".

With kind regards and best wishes for the New Year,

Yours sincerely,

(E. Potts)

Capt. Noal,
Messrs. Shaw, Savill & Albion Co. Ltd.,
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E.C. 3.

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