

Single Screw Steamer No. 243 proposed to be built by Messrs. Wm. Pickersgill & Sons with a view to class.

Rule Dimensions: 420' x 56.5' x 28' to second deck
36.75' to upper deck

Scantling Nos: 15120 and 38~~8~~50

Proportions: ~~L/D~~ : 11.4 to upper deck

Plans of midship section and profile and decks submitted, in duplicate, by the Sunderland Surveyors.

The plans of this vessel have been discussed in this Office with Mr. Charlton representing the Builders. It was pointed out to him that the arrangement of reserve bunker forward of the boiler room and tween deck bunkers alongside the engine and boiler casings represented a certain amount of concentrated loading. In the circumstances Mr. Charlton agreed to some increases to the thickness of the deck plating, which have been indicated on the plans.

It is submitted that provided compliance the vessel will be eligible to be classed 100A1 with a freeboard corresponding to a draught not exceeding that contemplated by the Rules for a complete superstructure vessel having a tonnage opening.

This vessel is of a length to require seven watertight bulkheads and this number is actually proposed to be fitted, but two of them forming the boundaries of the reserve bunker forward of the boiler room are spaced only 13'-11 $\frac{1}{2}$ " apart at the side of the ship. As Section 17, Para. 2 of the Rules requires the watertight bulkheads to be fitted at a reasonable spacing, these two bulkheads cannot be included in computing the number of bulkheads required by the Rules. The Surveyors should be informed accordingly, and that in the circumstances it will be necessary for a letter to be furnished by the Owners agreeing to spacing of the the/bulkheads, and if this be done, a notation will be made in the Register Book in respect of the bulkheads as follows:-

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(2)

"1 Intermediate bulkhead dispensed with; 5BH to second dk;
"collision bulkhead to shelter deck",

Lr. 20.7.39.

Ans'd. 31.7.

2 plans. 2 retained.

JKLb
29.7.39.

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