

Single Screw Motor Vessel now being quoted for by Messrs.
Henry Robb, Ltd.

Rule Dimensions:- 255' x 45' x 21.5'

Scantling Nos:- 4131 and 15606 (Virtual D 16.2)

Proportions:- Length = 11.86 depths.

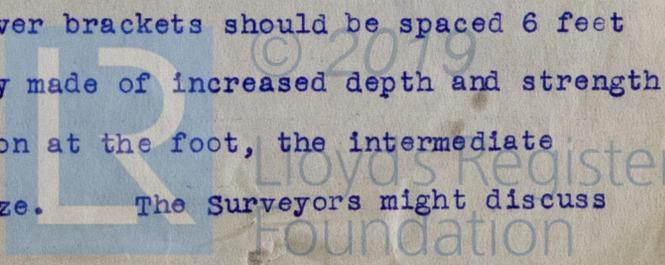
The Builders forward, through the Leith Surveyors, outline plans, in duplicate, of midship section, profile and decks, and desire to have indicated thereon the principal scantlings and arrangements which could be recommended for approval.

The vessel is designed for the carriage of long logs of timber, and it is desired that there shall be no web frames, pillars or other obstructions in the hold. One hatchway only is proposed 110 feet in length and 24 feet wide, and the intermediate bulkhead required by the Rules to be fitted between the machinery space and the collision bulkhead is to be dispensed with.

It is submitted the Surveyors be informed that the scantlings and arrangements which could be recommended for approval for the class 100A1 with a freeboard corresponding to a summer moulded draught of 13 feet have been indicated on the plans.

It is noted that the intermediate watertight bulkhead required by the Rules to be fitted between the machinery space and the collision bulkhead is to be omitted and that no web frames or hold pillars are desired. The scantlings of the frames, also the construction of the hatchway coamings and supports, have been dealt with on this basis. It will be seen that instead of fitting the cantilever brackets with a reinforced frame 4 feet apart as proposed, it has been suggested that the cantilever brackets should be spaced 6 feet apart and the frames in way made of increased depth and strength with an increased connection at the foot, the intermediate frames being of reduced size. The Surveyors might discuss

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these arrangements with the Builders and inform them that, if desired, alternative arrangements could be considered.

It is assumed that the omission of the intermediate watertight bulkhead is as desired by the Owners.

If the construction of the vessel is to be proceeded with the usual classification plans should be submitted for consideration in due course.

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