

Private & Confidential

LLOYD'S REGISTER
Recd. 22 AUG. 1924

Ackd. 22.
Ans'd.

LONDON

ORMSARY,

ARDRISHAIG.

20th Augt., 1924.

Dear Mr Scott,

I duly received yours of 8th. I am also to-day in receipt of yours of 16th and thank you for the information contained in both letters.

I regret delay in answering the question put by the Chairman in yours of 8th, but would now explain that my reason for thinking that the Corporation ships would fulfil Condition "C" without trouble arising was that I was aware that their bridge decks were thicker, as is brought out in your letter of 16th, and also I had not heard of any cases where in recent years trouble in British Corporation bridge decks had taken place.

With all the information now before me, my conclusion is that, on the basis of your calculations, a stress of about 8 to 8.5 could be maintained by a plate of reasonable thickness. I should think, however, that as the plate becomes thin, its ability to remain stiff and straight is reduced, and therefore its power to resist compression is very greatly interfered with.

On all the facts brought out, I am inclined to think that the revised Rules reduce the plates ^{Bridge} unduly, but that, on the other hand, if the ^{minimum} ~~maximum~~ thickness was brought up to say about .40 and the stresses reduced to a maximum of say 8.5, we could

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load the vessels under condition "C" without trouble.

I still think that we ought to provide for a condition "C".

With kind regards

Yours faithfully,

James L. Mayhew

A. Scott, Esq.,
Lloyd's Register of Shipping,
London.

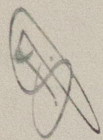


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For the Chief Ship Surveyor



a.s.

22/8/74

of Mr Redman
to note

Full



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