

LLOYD'S REGISTER
Reed. 21 JUL 1924

Amad.

LONDON

PORT-GLASGOW

18th July, 1924.
Friday.

acr 21/7

Dear Mr. Scott,

Before dealing fully with yours of 10th with accompanying enclosure, and the discussion which I had with the Chairman on Tuesday, would you be good enough to let me know what the compressive stresses on the bridge deck of the "Gretaston" under condition "c" stated on page 2 of your memorandum, namely - with all ballast tanks filled and 2000 tons of coal stowed amidships, would have been if the vessel had been built to the 1921-22 Rules, but had had 1/20 added to the thickness of the ^{bridge} deck plating (not the stringers) between the after end of the Saloon house and the fore end of the side houses. I ask this because such an arrangement was usually fitted by us before the introduction of the new Rules, and I have not heard of any trouble in vessels so fitted, though, as explained, we always looked upon the bridge deck abreast of the stokehold as a tender spot ~~where~~ no extra scantlings were arranged. I should like this figure to place against the figures of 9 and 8.5 given in your memorandum for similar conditions. I will then write you fully as to our views on the matter.

Yours faithfully,

James McGowan

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



© 2020

Lloyd's Register
Foundation

W282-0139

