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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

ENCLOSURES.

12th October, 1934.

Dear Sirs,

M. I return herewith two copies of the plan, forwarded with your letter of the 11th instant, shewing scantlings of frames in Nos. 1, 2 and 3 holds with fourth deck deleted in the case of the T.S.S. "NAPIER STAR", and with regard thereto I have pleasure in stating that the scantlings and arrangements as shewn and amended for the framing clear of the panting arrangements will be approved, provided they be carried out to the satisfaction of the Society's Surveyors.

With regard to the framing in way of the panting, as explained to your representative over the telephone to-day, the required standard of framing below the level of the fourth deck will be obtained by fitting a 4" x 4" x .42" reverse bar to the frames which at present have no reverse bar, making reverse bars on every frame.

Above the level of the lower deck, to secure the same standard of strength as below it will be necessary to reinforce the existing 9½" bulb angles by means of a reverse bar 7" x 3½" x .52" forming a 12" girder, or alternatively a 6" x 4" x .56" reverse bar forming an 11" girder. The standard of strength represented by these girders must be maintained at all points in way of the scarph, which should be so arranged as to permit

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"NAPIER STAR".

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of this being done.

The above requirements modify entirely the arrangement of scarphing as indicated on the plan, and, as arranged with your representative, the proposals in this respect have not been dealt with, and a plan shewing your modified proposals should be forwarded for consideration.

The remaining copy of the plan is being retained for reference.

I am, Dear Sirs,

Yours faithfully,

Secretary.

Messrs. Swan, Hunter & Wigham Richardson, Ltd.,

WALLSEND-on-TYNE.



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