

COPY.

*Clan Macnab*

# Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

26th October, 1920.

Dear Mr. Meek,

Many thanks for your note of the 22nd instant forwarding for reference the midship section of The Ayrshire Dock Co.'s Nos. 490-1-2-3.

With regard to your freeboard report on the "CLAN MACNAB", we could not reconcile the figures you give for the tonnage to upper and awning decks, and on enquiry at the Board of Trade it was ascertained that the under deck tonnage, as given by you, had been measured to the upper deck. The tonnage between the upper and awning deck, which you state has been estimated at 1,100 tons, is clearly wrong, and should be several hundred tons more than this, and our computation has been made on the basis of the Board of Trade figures.

As far as longitudinal strength is concerned, this vessel is practically equivalent to the full scantling standard of the freeboard regulations, and the transverse strength in the holds is likewise equal to this standard; but the framing in both tween decks is deficient and consequently the freeboards have been increased.

There is no definite rule for determining this increase, but as the figure given on your report appears reasonable, and in keeping with what we have done in previous similar cases, they have been approved.

Had the alternate, instead of only every 4th, bulb angle frame been extended to the awning deck, the freeboards now assigned could have been reduced about 10 inches.

You will observe the freeboards have been assigned subject to the hatch webs being made equivalent to Table A, Sec. 32 of the rules. From your report it would appear that the webs in Nos. 2, 3 and 4 hatchways are not equal to the rule, and these should be additionally strengthened.

On the back of your report, you state that an efficient bulkhead is fitted at each end of bridge, but there is no bridge in this vessel; presumably you mean the ends

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of the deck house, but this does not count for freeboard.

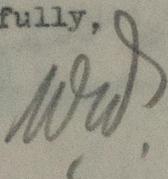
You also state the engine and boiler openings are covered by a strong steel deck house. The ordinary engine and boiler casing is not a deck house, and this paragraph refers to a house independent of the casing.

I am enclosing for your information corrected copy of your computation. I also am returning under separate cover the midship section for Nos. 490-1-2-3.

I may add that in the case of Nos. 490, etc., we assigned Table A freeboards in view of the fact that all the bulb angle frames extend to the <sup>average</sup> upper deck.

With kind regards,

Yours faithfully,



W. McC. Meek, Esq.,

GLASGOW.



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