

Messrs. The Campbelltown Shipbuilding Co's Shelter Deck
Steamer No. 99.

Dimensions; 230 x 30.75 x 14'-0" moulded to main deck.

Messrs. The Campbelltown Shipbuilding Co., proposed to build a small shelter deck steamer with tonnage opening, and to fit open Collinson scuppers through the sides below the main deck, having plate covers on the stringer plate.

They were informed in the Secretary's letter of the 12th September last that the Board of Trade Freeboard Rules for shelter deck steamers, having a tonnage opening in the deck and scuppers through the sides, do not contemplate so small a vessel as the one proposed, and that approval could not be given to such scuppers open at the sides, although fitted with plate covers at the stringer plate, unless the centre of the load line disc were placed substantially below the sill of the lowest scupper. At the same time they were informed that the case would require special consideration on receipt of information as to the designed load draft and the proposed position of the scuppers. They were further informed that in some small vessels of the shelter deck type the scuppers have been reported to be fitted with storm valves at the sides, and that it is considered the scuppers should be fitted as provided for in the Society's Rules, Sec. 40, par. 2, with non-return valves in substantial metal castings, other than cast iron, also gratings at the deck and the pipes protected by substantial casings, and it was pointed out that for such a small vessel in which the Table freeboard under the shelter deck rules would be so close to the main deck, it may be necessary to increase the Table freeboard to ensure efficient action of the scuppers.

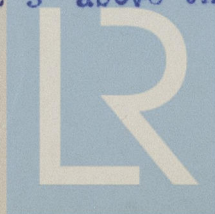
On the 5th instant the Builders submitted plans for a small shelter deck steamer of somewhat larger dimensions than first contemplated, and requested to have provisional freeboards assigned with Collinson scuppers fitted, and they were reminded in reply of the Secretary's letter of the 12th September last on this subject, and requested to furnish particulars of the proposed position of the scuppers and means for closing same, and to state the designed load draft. They were again informed it is considered the scuppers should be fitted with non-return valves &c.

In reply to this the Builders have forwarded sketches showing the proposed position of the scuppers and alternative plans of Collinson scuppers with portable covering plate at the deck, and of scuppers with non-return valves at the ship's sides and grating at the deck, and state that they had designed the vessel for a moulded draft of 13'-3", and request to have provisional freeboards with the alternative types of scuppers proposed.

On the 17th instant Mr. Broom, Junr., representing the Builders called at this Office and discussed the proposed arrangements, and he then agreed to withdraw the proposal to fit open Collinson scuppers and to write officially regarding the same.

A further letter has since been received stating the Builders have given the matter further consideration and they are agreeable to fit scuppers with non-return valves and gratings at the deck, and ask for a provisional assignment of freeboard on this basis.

The freeboard corresponding to the proposed moulded draft of 13'-3" is 5" more than the Summer Table freeboard for the dimensions of the vessel, and will keep the sill of the scupper about 3" above the centre of the disc.



In the circumstances it is submitted the Builders should be informed that provided the particulars and dimensions be verified on the completion of the vessel, and the scuppers from the main deck be fitted as proposed with non-return valves in substantial metal castings, other than cast iron, also gratings at the deck, and the pipes be protected by substantial casings, a freeboard of $10\frac{1}{2}$ " from statutory deck line $1\frac{1}{4}$ " above the iron main deck at side, corresponding to the proposed moulded draft of 13'-3", for both Summer and Winter could be assigned.

Srs. 12th + 20th / 11 / 13
and 25th
P.C. for.

C.B.
GRM
24.11.13
P.M.



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