Length.	Breadth.	Depth.	Under Deck Tonnage.
Mld:- 485·0	x 70·0	x 39·9	

Moulded Depth as ~~measured~~ given.....

Steel Screw Steamer No. 955 proposed to be built by Messrs. Cammell Laird & Co.Ltd., with a view to class 100A1.

Owners: The Blue Star Line.

Rule Dimensions:- 485' x 70' x 39.75' to upper deck
47.83' to bridge deck.

Scantling Nos:- 19278 and 53228

Proportions:- Length = 12.2 depths to upper deck
10.1 depths to bridge deck.

Plans of midship section and profile, in triplicate, submitted by the Liverpool Surveyors.

(A plan should be submitted showing the arrangements proposed to be adopted for strengthening the decks in way of the overhang of the beams between the deck side girders and the sides of the hatchways.)

It is observed that, as indicated by the Builders on the midship section, the beam scantlings etc., are for a single cargo load only, and that no ordinary cargo is to be carried above when meat is suspended below the beams.

These arrangements are in accordance with those approved for previous ships for the same Owners, but the Builders should state that the arrangements in this case are also as desired by the Owners.

It is submitted that provided

Compliance

the vessel will be worthy to be classed 100A1.

It should be pointed out to the Builders that in this case the class of the vessel will be 100A1, as the draught desired, namely 30 feet extreme, practically corresponds to the minimum summer freeboard which could be permitted by the regulations for a full scantling ship having the erections proposed.

The Surveyors should forward full particulars on form 11b for provisional freeboard assignment.

Freeboard

18. 10. 28.

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of ceiling should be reported if possible.
vessels obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amidships the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.

¶ The Surveyor should state whether the fall in sheer is reckoned from the line of keel or to the water line. If measured relatively to the water line, the usual load draft forward and aft