

## Lloyd's Register of British &amp; Foreign Shipping,

LLOYDS REGISTER  
LONDON.REC<sup>d</sup> 21 AUG. 1903

ANSR 7578/03

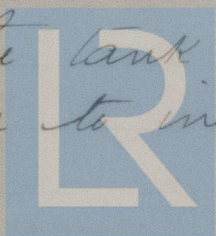
53, Waring Street,

Belfast 20<sup>th</sup> August 1903The Secretary  
Sir

I beg to forward herewith, for the consideration of the Committee, the Building Section & Profile plans of a screw steamer which Messrs Workman Clark & Co propose to build for the Royal Mail Steam Packet Co., to class 100 A. 1. Steel.

Yard No 207.

The Builders state that the Owners do not wish to have any solid cement on the shell plating, inside the Cell Sts, and they have arranged the plating of flat of bottom, to facilitate draining: it is also specified that no ceiling is to be fitted on the tank top and the Builders propose to increase the tank-top



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tank-top plating  $\frac{1}{20}$ " in thickness, as <sup>under hatchways</sup> compensation for the omission.

The Builders propose to increase the depth of the frame girder and the number of side stringers over the Rule requirements, and have in consequence, modified the scantlings of same and increased the frame spacing to 25" compensation for the omission of the keel doubling is slightly less than that usually required, but the depth of the Cell  $\frac{1}{2}$  is 2" greater than required by Rule: the height of the tween decks is above normal, but no other compensation is offered for this than the extra depth of frame girder, which it is proposed to carry to the upper deck on every frame, for  $\frac{1}{2}$  length amidships, and alternately to Main & Upper decks before & abaft this length.

It is submitted that, provided the deep framing be carried to the upper deck on every frame all fore & aft the



the intercostal plate and angle to deck,  
of the girder at the head of the quarter  
pillars, be made  $10/20$ <sup>in</sup> in thickness;  
the bulkhead stiffeners be bracketed  
top & bottom, & the Rules in all other  
respects be complied with, the Builders  
proposals will merit the favourable  
consideration of the Committee

The frame spacing is shewn on the  
longitudinal plan as 24" but this is  
an error, which the Builders will  
rectify hereafter, and in the meantime,  
they forward the plan as drawn, to avoid  
delay.

I may add that Messrs Harland  
and Wolff are building two similar  
vessels for the same Owners.

I am Sir

Your obedient servant  
E. J. Mutton



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W649-D208 (3/3)



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Length	380.	Feet.	250.	Inches	2
Breadth	124.				
Depth	57.				
Weight					
Number of Pieces					
Deck					
Ship per Register,					

## FRAMING

7 The

Each end . . . . .  
of Double Bottom

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FRAME, Angles

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RS. number on case

Angles . . . . .

Angles to 0

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in **Frein**

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the Deck, Sing

is on upper edge

Dr Beck, Sing  
a, Plate or Tee

is on upper edge  
ge space. . . . .

or drop, place

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Ditt

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Beck. ~~and~~,  
from. *China*

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the book, ~~the~~

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over 1000