

Armstrong Yard,
High Walker,
Newcastle-on-Tyne.

27th January, 1925.

Dear Mr. Langlands,

S.S. "ASCANIA".
OIL FUEL TANK.

Armstrong's 11941

While visiting London recently on work connected with the "Antonia", "Ausonia" & "Andania", I noted on these vessels that there was considerable leakage of oil at the inboard end of the angles connecting the horizontal brackets to the O.T. Bulkheads in both engine and boiler rooms. The sketch enclosed shows the brackets in question on the bulkhead at 84 frame, the leakage of oil coming generally from the 3 rivets at the extreme end of the brackets, this occurred on all the brackets on 84 & 89 frame and on the brackets about 1/2 height at 105 Bulkhead.

The means adopted at London for dealing with this defect was to take off the single riveted bar to the oil tight bulkhead and substitute for it a bar double riveted to the O.F. Tank and single riveted to the horizontal bracket, and this has been found to stop the leakage.

On the "Ascania" the same type of brackets and single riveted connections are now fitted and in view of the trouble with the sister vessels, I wish to put forward two suggestions for your consideration viz:-

- A. To cut these brackets out of the ship altogether, submitting that they are not essential to the supporting of the bulkheads especially in view that there is no

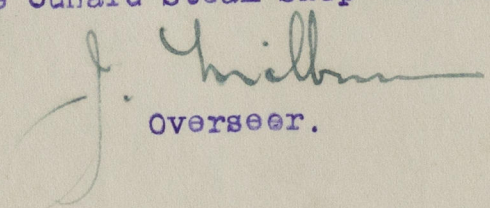
continuous stringer to which they can be attached outside of the oil fuel tanks.

- B. As an alternative to the above that the existing brackets be cut away as shown in red on the sketch, which would result in the angle bar to the O.T.Bulkhead projecting about 6" beyond the bracket and relieving the bulkhead riveting from the stresses set up through the bracket.

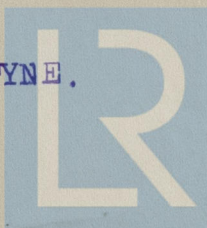
I shall be glad to have your approval of either of the above suggestions at your earliest convenience.

Yours faithfully,

For The Cunard Steam Ship Co. Ltd.


Overseer.

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