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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

4th August, 1933.

Dear Sirs,

With reference to the conversation which took place over the telephone to-day regarding the new deep tank for the S.S. "FORDSDALE", it is noted that this tank will now only extend to the orlop deck, instead of to the second deck as previously proposed, and that you desire to be informed of any alteration to the scantlings previously approved.

With regard thereto I have pleasure in informing you as follows :-

The transverse bulkhead plating may be reduced .02" with a minimum of .30".

The transverse bulkhead stiffeners may be reduced $\frac{1}{2}$ " in depth.

The wash bulkhead plating remains as approved, and the vertical stiffeners may be $10\frac{1}{2}$ " x $3\frac{1}{2}$ " x .44" bulb angle with brackets, or 12" x $3\frac{1}{2}$ " x $3\frac{1}{2}$ " x .44" channel with lugs.

The horizontal girders may be reduced 3" in width with the face bars remaining as approved.

The existing orlop deck beams are 9" x $3\frac{1}{2}$ " x .48" bulb angle, and it will be necessary to reinforce beams Nos. 182 to 186 with $3\frac{1}{2}$ " x $3\frac{1}{2}$ " x .40" reverse bars extending from the shell to 12" inside the quarter wash plates, port and starboard; also

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"FORDSDALE".

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beams Nos. 193 to 195 will require the same reinforcement with reverse bars extending from the shell to the centre wash plate, unless a hatch is fitted in this space.

Orlop deck plating .36".

I am, Dear Sirs,

Yours faithfully,

Secretary.

Messrs. R. & H. Green & Silley Weir, Ltd.,

Royal Albert Dock,

LONDON, E.16.



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