

*[Handwritten signature]*  
T.S.S. "SULA"

*for water ballast  
and oil fuel*

The Owners should be informed that before the deep tank in way of No.4 hold can be accepted, the following modifications should be effected:

1. The connection at the ends of the horizontal girders to the shell, and to bulkhead 59, should be double riveted, or equivalent, for a distance equal to twice the breadth of the girder.
2. The lower 'tween deck forming the crown of the tank should either be sheathed, or fitted with longitudinal panel stiffeners (3" x 3/8" flats) fitted intercostally between the beams and spaced approximately 5 feet apart.
3. The single riveted seams and the boundary angles of the shaft tunnels, thrust recess, and bulkhead 59 should be reinforced with electric welding up to 8 ft. above the tank top, if this has not already been done.
4. It is assumed that bulkhead 44 is all welded, including the boundary angles, but if this is not the case the same remarks apply as to bulkhead 59 and in addition the requirements of D.2024 of the Rules should be complied with.

*W.D.S.*

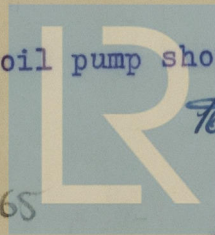
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29th April, 1952.

So far as the plan of piping arrangements is concerned, the following modifications will be necessary.

- (1) An additional 3/2" air pipe should be fitted to each deep tank.
- (2) The oil suction valve to each deep tank should be fitted with control to deck.
- (3) The motive power of the oil pump should be controlled from deck.



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