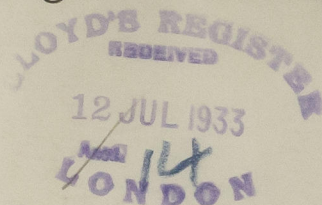




Lloyd's Register of Shipping.

Collingwood Buildings, Newcastle-on-Tyne, 1.



11th July 1933.

Reference

The Secretary,
LONDON.

Dear Sir,

ss. "CHRISTIAN HOLM"

With reference to the query contained in the Classing letter of the 7th inst., I have to state that the reasons for fitting stiffening angles on transverse bulkhead webs and on the shell transverses in practically all cargo tanks was on account of a number of fractures developing in the webs and transverses at the slots cut for the horizontal stiffener and shell longitudinals respectively. The fractures ran from slot toward lightening hole. Twenty bulkhead web stiffeners and seven stiffeners to shell side transverses were fitted and carried to full height of webs and transverses respectively. Twenty-seven vertical stiffener angles were fitted to bottom transverses from the bottom longitudinals to a height of 2'6".

The stiffeners were fitted on the Owners' initiative (Superintendent Capt. Nielsen) and with the concurrence

ENCLOSURE

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Lloyd's Register
Foundation

Secretary, London.

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11th July 1933.

ss. "CHRISTIAN HOLM"

of the Underwriters' Surveyor (Captain F. Madsen).

Some similar stiffeners were fitted in
this vessel February 1932 - See Newcastle Report No.88239.

Sketches of a bulkhead web and shell transverse
(side and bottom) showing the position of these stiffeners is
forwarded herewith.

I am, Dear Sir,

Yours faithfully,

J. H. Lowden



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