

2

s

12th December, 1951.

Two

s

are

NANTES

"THIEVRE" 253 As recommended. It is concluded the oil fuel bunkers were tested, but confirmation on this point is desired. Classification Certificates are enclosed for issue if the case is in order.

It is noted that the corrugations of the divisional bulkheads have been made 250 m/m deep with plating 8 m/m, whereas in my letter dated August 14th it was stated that if the horizontal girders were to be omitted the depth of corrugations should be 410 m/m with 10 m/m plating. It is also noted that the vertical tubes at frame 14 have not been increased as shown on the approved plan.

The horizontal tube stays now fitted will be of some help but it is thought that the divisions will not prove satisfactory in service if frequently subjected to a full pressure on one side only. However, as the divisions are not a requirement of this Society no objection is taken to the arrangements as fitted, it being assumed that it is the Owners' practice to avoid subjecting these divisions to full pressure.