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Conversion of Canadian Cargo Ships into Tankers

Dimensions:- 416' x 56.87' x 37.33' to upper dk.
28.58' to second dk.

A number of these cargo ships are to be converted into tankers, and several cables have passed between the New York Office and this Office regarding this proposal. Mr. Bennett now forwards copies of nine detail plans, which he has approved, of the alterations, and states in his letter of the 2nd June that the first of the ships is now afloat and is about 50% completed as an oil tanker. He has approved the plans for the class 100A1 with a freeboard corresponding to an extreme summer draught of 26' "Carrying homogeneous cargo of petroleum in bulk".

The plans have been examined generally and appear to be in order for the class recommended. In an earlier communication it was suggested to Mr. Bennett that the second deck girder be made of sufficient strength to correspond to the spans between the transverse bulkheads, obviating the ties to the shelter deck, and he was also informed that it was considered desirable that the discharge pipe should be moved to the deck. Mr. Bennett now cables that it has been found impracticable to increase the second deck girder as suggested, and small girders have been fitted under the second and shelter decks and tied by tubular pillars as originally proposed and as shown on the plans. He also states that the pipe line is carried through the side bunkers, but he has arranged for the pipe to pass through a large tube forming a cofferdam.

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