

copy

003958-003963-0240

17, Battery Place,  
NEW YORK.

June 2, 1942

DIPLOMATIC AIR BAG

Dear Dr. Montgomerie:

I wish to confirm my cablegram of the 20th ultimo, kindly forwarded through the good offices of the offices of the Chief Naval Engines Officer, Montreal:

"SERIOUS SHORTAGE TANKERS EASTERN CANADA NECESSITATES IMMEDIATE CONVERSION SEVERAL NEW CANADIAN FREIGHTERS WITH SHELL AND DECK BUTTS ALREADY WELDED SEAMS RIVETTED STOP AT REQUEST WMSL HAVE ASSISTED IN PREPARATION PLANS WHICH PROVIDE TWO LONGITUDINAL BULKHEADS TO SHELTER DECK STOP CARGO EXTENDS FROM ABOVE INNER BOTTOM TO SECOND DECK WITH EXPANSION IN CENTRE TANK STOP ADEQUATE STIFFENING AND SCARPHING AMIDSHIPS HAS BEEN ARRANGED STOP ADDITIONAL TRANSVERSE BULKHEADS PROVIDE SUITABLE DIVISION OF HOLDS WITH INDIVIDUAL CENTRELINE EXPANSION TRUNKS STOP PUMP ROOMS ARRANGED FORWARD OF CROSSBUNKER AND ABAFT ENGINE ROOM FORMING COFFERDAMS STOP SIDE SHELL SUPPORTED BY STRINGER TEN FEET ABOVE INNER BOTTOM AND TIED TO LONGITUDINAL BULKHEADS STOP LONGITUDINAL GIRDERS ON SECOND DECK MIDWAY BETWEEN HATCH SIDES AND SHIPS SIDES TIED TO RUNNER UNDER SHELTER DECKS STOP SHELTER DECK STRINGERS DOUBLED ABREAST CASINGS AND TWEEN DECK CASING STRENGTHENED STOP LIGHT WELD ON ALL SHELL AND DECK SEAMS IN WAY CARGO STOP ELECTRICAL REQUIREMENTS WILL BE COMPLIED WITH FAR AS PRACTICABLE STOP SUGGESTED CLASSIFICATION HUNDRED A1 WITH FREE BOARD CORRESPONDING TWENTYSIX FEET FULL DRAUGHT CARRYING HOMOGENEOUS CARGO PETROLEUM IN BULK STOP PROPOSED CONVERSION AFFECTS FOUR L R VESSELS AND TWO B C BUT WMSL AGREED TODAY CONVERT ALL SIX THIS SOCIETYS CLASSIFICATION STOP AS ALTERATIONS NOW IN HAND WOULD APPRECIATE YOUR GENERAL AGREEMENT WITH ABOVE BY RETURN CABLE PLANS FOLLOWING SOONEST POSSIBLE STOP CYLINDRICAL TANK TYPE NOT NOW BEING CONSIDERED".

and your reply of the 22nd:

"CABLEGRAM RECEIVED ASSUME EXPANSION ARRANGED FOR ALL TANKS ALSO GIRDER ON LONGITUDINAL BULKHEADS CORRESPONDING SHIPS SIDE STOP SUGGEST SECOND DECK GIRDER MADE SUFFICIENT BETWEEN BULKHEADS OBVIATING TIE TO SHELTER DECK STOP NO WELDING SHELL SEAMS NECESSARY VIEW THICKNESS PLATING STOP DOUBLE BOTTOM MADE COMMON TO OIL COMPARTMENTS STOP TUNNEL ISOLATED FROM ENGINE ROOM STOP ASSUME YOU HAVE MADE SATISFACTORY ARRANGEMENTS REINFORCING SCANTLINGS EXISTING PARTS WHERE NECESSARY".

Also my cable to you of the 26th, reading:

"REFERRING RADIOGRAM 22ND HAD ALREADY ARRANGED EXPANSION IN ALL TANKS ALSO GIRDER ON LONGITUDINAL BULKHEADS STOP TUNNEL ISOLATED FROM ENGINE ROOM AND ARRANGEMENTS MADE REINFORCE SCANTLINGS EXISTING PARTS STOP ARRANGING MAKE DOUBLE BOTTOMS COMMON WITH OIL TANKS ALSO INCREASING SECOND DECK GIRDER TO OBVIATE TIES SHELTER DECK AMENDED PLANS WILL FOLLOW SOONEST POSSIBLE".

I am enclosing herewith copy of a letter which I have addressed to the Secretary today on this subject, together with a copy of the letter attached thereto, which will give you the picture up to the present. As you can realize this is a rather difficult submission, inasmuch as the W.M.S.L. insisted upon this Society approving the details, although the vessels were built to B.C. classification and the work of conversion has been going on, to some extent, simultaneously with the completion of the plans. However, we have the details pretty well in hand and copies of the approved plans will be sent to you shortly.

Yours sincerely,  
(Sgnd.) W. Bennett.

Dr. James Montgomerie,  
GLASGOW