

Through Isl

28th May, 1952.

Tanker "SECTAAS"

The Society's records of ocean-going Tankers of the transverse system in which the framing supporting the bottom and deck plating are athwartships in conjunction with deep fore and afters, show that these ships have been unusually subject to fractures in the bottom or bilge shell plating in some cases, to buckling of the upper deck. Two of this type have recently broken in two in heavy

While these tankers were built to the Society's Rules in force at the time, and in accordance with good practice, subsequent experience and developing knowledge have shown that it is desirable to take steps to minimise the risk of further serious damage. It is therefore recommended that:-

The ships affected should be submitted, as soon as possible, to close examination by the Society's Surveyors, so that recommendations may be made for any renewals or compensation considered necessary. Additional strengthening in the form of intercostal girders may require to be fitted in way of the cargo tanks.

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Your vessel named above is one of those concerned in these proposals, and I am desired by the Committee to express the hope that you are prepared to accept their views, which have been formulated after most careful investigation. It will be appreciated if you will let me know when and where the examination and any consequent work involved can be carried out. It is most desirable that this should be put in hand before next winter.

The Society's Surveyors at your port have been advised in detail of the above requirements, and will be happy to discuss with you their application to the above ship.

In conclusion, the great importance of judicious loading and ballasting is again emphasized. This aspect was dealt with in a memorandum which was issued to Owners of tankers last July, a copy of which is enclosed for ready reference.

Yours faithfully,

*Copy Asl*

Assistant Clerk to  
the Classification Committee

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