

COPY.

for Hbd.

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

Enclosure.

3rd May 1926.

Dear Sirs,

I duly received your letter of the 24th ultimo forwarding unparaphrased plan (in duplicate) for Messrs. Nakskov's No. 29, which shews the vessel to be the same as originally designed but with the addition of a bridge and deep tank.

With regard thereto I have to remind you of your letter of the 18th March last, in which you stated that the deep tank was intended for the carriage of coconut oil, and that it was the Owners' intention to carry general cargo and oil alternately.

In connexion with the carriage of oil in deep tanks, I am directed to acquaint you that this subject has recently been under consideration, and it would appear desirable in the interests of both Owners and Merchants that some modification should be made in the arrangements adopted to strengthen the vessel for this purpose.

The plan as submitted by you may be considered satisfactory, provided particular attention is paid to the question of workmanship, and it is necessary that the standard of workmanship in the deep tank should be equal to that laid down in Section 19 of the Rules for Vessels Intended to carry Petroleum in Bulk.

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Further, at the ship's side the rivet holes in the double riveted bars attaching the horizontal girders to the bulkhead and to the ship's side may be punched in the bars, but the corresponding holes through the bulkhead and shell plating are to be drilled after the angle bars are in position.

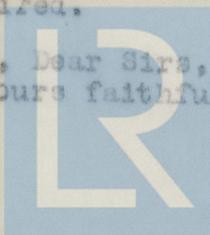
Subject to compliance with these requirements, which I have no doubt the Owners of this vessel will agree to have carried out in their own interests, the notation "Carrying Oil F.P. above 150°F. in Deep Tank" could be assigned in the Society's Register Book.

The plan is returned herewith, and I have to state that provided the arrangements be carried out as shown and amended and to your satisfaction they will be approved. The duplicate copy of the plan has been retained.

It is noted from the second paragraph of your letter that the vessel is to be built as a complete superstructure ship having a tonnage opening. The provisional freeboards intimated in my letter of the 5th May 1925 (corresponding to a summer moulded draught of about 24 feet 8½ inches) will therefore apply. These freeboards, as previously intimated, have been computed on a tonnage coefficient of .76", and are subject to revision if required.

I am, Dear Sirs,
Yours faithfully,

Surveyors,
COPENHAGEN.



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Secretary.