

13th September, 1948.

Dear Sir,

I duly received your letter of the 10th instant regarding the strapping of the T.2 tanker "TRESUS" and have to confirm my telegraphic reply today, viz:-

"TRESUS WHILE CONSIDERED DESIRABLE ALL STRAPPING BE EFFECTED IN DRYDOCK NEVERTHELESS IF CIRCUMSTANCES SUCH THAT VESSEL CANNOT BE HELD IN DRYDOCK FOR FULL TIME DECK STRAPS MAY BE FITTED AFLOAT PROVIDED VESSEL BALLASTED TO NEUTRAL BENDING MOMENT".

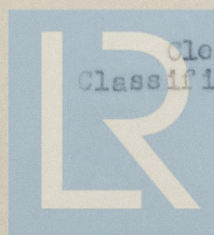
Your remarks were carefully considered and were generally concurred in. Circumstances may, however, arise wherein it is impossible to hold the vessel in dry dock for the full period during which the deck as well as the underwater shell is dealt with.

This question has already been discussed with the representative of another Owner, who stated that it was impossible to obtain a dry dock for the full time required for the complete strapping. He was advised that in the circumstances the proposal to effect the strapping of the deck afloat would be agreed to, provided steps were taken, by ballasting the vessel, to put her into approximately the same condition of neutral bending moment as would exist were she in dry dock.

Although small differences in shearing force distribution will exist between the condition of the vessel in dry dock and in the above ballast condition afloat, it is considered that, as the straps are longitudinal, the more important provision is that the deck and straps shall be in approximately the same condition of longitudinal stress.

Yours faithfully,

G. R. Edgar, Esq.,
NEW CASTLE-on-TYNE.



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