

C O P Y.

Lloyds Register of Shipping,
Philadelphia ,Pa.

28th November, 1949.

Dear Sir,

I duly received your letters of the 17th and 18th instant having reference to Pha.rpt.No.9270 on the "KUWAIT" and 9313 on the "RAS AL ARDH" respectively. The questions raised by you have been taken up in detail with the Sun Shipbuilding's Drawing Office, who advise that Drawing No.B-1881-700-BB referred to in London's letter was a preliminary drawing made prior to the signing of contracts for Hulls 567 and 569. Subsequent to the signing of contract, Drawing No.566-700-BB was prepared and this drawing was approved in New York 4th February, 1948. Certain modifications were made in this latter plan and scantlings of the transverse bulkhead stiffener as fitted in the ships are as shown on this plan. With reference to the scantlings of the frames in the forepeak, I have to state that we were in error in that only the scantlings of the peak frames above the second deck were reported. The scantlings of the frames within the forepeak tank are 9" x 4" x .44" toe welded. The after peak frames are 7" x 4" x .44" below upper deck and 6" x 4" x .44" in 'tween decks.

Yours very truly,
R.G.S.Kennedy.

The Principal Surveyor,

NEW YORK.



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