

It is submitted before this case receives consideration the Surveyors be requested to state whether they are correct in reporting six bulkheads as extending to the 2nd deck. On the plan of the watertight bulkhead at frame 31 the scantlings have been approved for a height to the upper deck. This height is also indicated on the plan of profile but with a considerable reduction in the scantlings of the stiffeners. It is further noted that the bulkheads at frames 52 and 75 are shown on the profile as extending to the upper deck.

They should further be requested to forward the approved plans of the fore and after peak and middle line bulkheads, furnish the width of the keel plate which has been omitted from their report and state whether they are correct in reporting a horizontal coupling for the rudder as a vertical coupling is shown on the approved plan.

It is concluded that the tank in way of the tunnel from frames 14 to 31 extends to the bottom shell plating and does not form part of the double bottom. Separate particulars of length and capacity should therefore be furnished for this tank.



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*L.C.D.*

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Lloyd's Register  
Foundation

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