

"WAZIRISTAN"

This vessel was built before the new Rules came into force. It has no side and longitudinal bulkhead transverses in way of the cross ties and since the depth of the ship is 35.26' and the length of tanks is 35', the new Rules would require such transverses. A number of other items are such as would not now be approved, more recent experience having resulted in these items being amended.

This vessel has recently been under survey at Falmouth when temporary repairs to numerous fractures in way of the ends of stringers and the bulkheads in way were carried out. The next special survey is due in about six months' time and the officers have enquired of the Greenock Surveyors if any additional stiffening is considered advisable.

In view of reports of damage to this and sister vessels the following strengthening and amendments are recommended.

1. Alternative (a)

Webs at side shell and longitudinal bulkhead to be fitted in way of cross ties in all wing tanks. Attached plan A indicates proposed arrangements.

Alternative (b)

Diagonal struts to be fitted from ^{horizontal} girders at corners of longitudinal and transverse bulkheads to side shell stringer in way of adjacent cross tie, except in No. 3 wing tank where the proposed diagonal is to be from about frame 101 at longitudinal bulkhead girder to frame 96 on shell and in No. 6 wing tank where an additional diagonal from frame 160 on shell to frame 156 on longitudinal bulkhead will be necessary. Attached plan B indicates proposed arrangements.

2. Tripping brackets to stringers and girders in the vicinity of the bracket toes to be extended to the face plate. See attached plan B.
 3. Slots for stiffeners in way of toes of brackets to be filled in. See attached plan B.
 4. Horizontal stiffeners to be fitted to first space from shell of transverse wash bulkheads. The first stiffener from shell on all transverse bulkheads to be fitted with reverse bar or equivalent. See attached plan B.
 5. Special examination to be made in way of the abutment of stringer brackets with attachments on the other side of the bulkhead to confirm that they are in line. If not, bracket positions to be adjusted.
 6. Web to be fitted at centreline on transverse bulkheads to support ends of centre girder. This web to extend to first bulkhead girder from bottom. Centre girder brackets to be further stiffened by bar parallel to flange. See attached plan C.
- 2.53

attached on reply, her letter
own
copies of letter to Mr. Akester.
~~Mr. Edgar~~
Mr. Clarke for information

cc to CSS to Mr R Russell who
is looking after the vessel
in the office
W. J. J.



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Lloyd's Register
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