"WAZINSTAN"

Tanker. ~~Construction~~ Combination framing

Builders: Messrs. Lithgow, Port Glasgow

Date of Build: 1950 - 4

470 x 62 x 35.26

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

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

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

1. Webs at side shell and longitudinal bulkhead to be fitted in way of cross ties. These webs to be fitted intercostally between the ties, and between the bottom and deck transverses respectively and the adjacent ties.

2. Horizontal brackets to be fitted at the ends of the cross ties if not already fitted.

3. Tripping brackets to stringers in the vicinity of the bracket toes to be extended to the face plate.

4. Slots for stiffeners in way of toes of brackets to be filled in.

5. Horizontal stiffeners to be fitted to first space from shell of transverse wash bulkheads. The first stiffener from the shell on all transverse bulkheads to be fitted with a reverse bar or equivalent.

6. Special examination of bulkheads to be made in way of the abutment of stringer brackets with stringers on the other side of the bulkhead to confirm that they are in line. If not, bracket positions to be adjusted.

With regard to the buckling of the bracket connecting the ntre girder to the bulkhead it is recommended that after fairing stiffener is fitted parallel to the edge and a ~~reverse bar~~ web fitted the bulkhead stiffener to a point above the lower stringer.

IT IS SUBMITTED Mr. Akester be informed accordingly.

Copy to Mr. Akester.

1st December, 1953.

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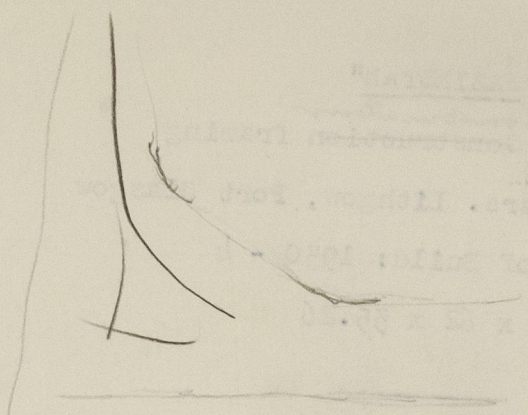

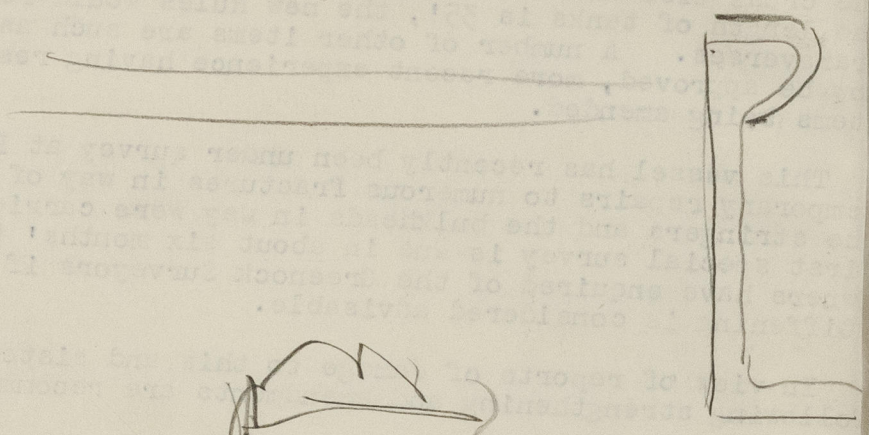

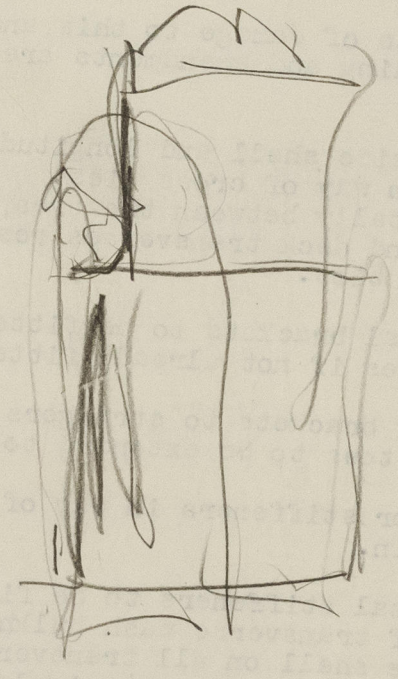

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