

Cablegrams: Nmdible, New York

Clip 17

Telephone: WHitehall 4-0220
4-0221
4-0222
4-0223

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

17 Battery Place,

New York 4, N. Y.

2 plans

Rec'd 5-10-56
Ans'd 11/10 (Ackd)

September 24, 1956

Bethlehem Steel Company
Shipbuilding Division
Quincy 69, Massachusetts

S.S. "WINAMAC"
Sparrows Point 4333 - Proposed Reconstruction
and Lengthening etc.
Revised Dimensions
525'-6" by 74' by 34'-9" moulded

Dear Sirs:

We are in receipt of your letter of August 24th and your further letter of September 10th enclosing revised plans of the following:

- (A) No. PR-1985-H8 Midship Section
- (B) No. PR-1985-H9 Typical Transverse and Longitudinal O.T. Bulkheads
- (C) No. PR-1985-77 Outline Arrangement of Decks and Profile

We also acknowledge receipt of original and revised Sections Modulus calculations.

In reply, I have to state that the plans have been examined in this Office and, provided that the work is carried out as shown thereon and as amended in red and to the Surveyor's satisfaction, the vessel will be eligible to be continued as now classed +100A1 carrying petroleum in bulk, the scantlings being suitable for a draft measured from the top of keel of about 30.5 feet. The revised sheer heights have been noted and the freeboard, which it is concluded will require to be reassigned by this Society, is being recomputed.

It is noted that the material to be used in the reconstruction will comply with American Bureau of Shipping requirements and while the deck and the bottom would normally be required under the Society's present Rules to be of special steel, in view of the greater number of riveted seams all fore and aft this will be acceptable.



© 2021

Lloyd's Register
Foundation

01822-01825-0068 1/2

The Midship Section shows diagonal struts in the wing tanks and I think it well to draw your attention to the fact that this arrangement is proved somewhat unsatisfactory in the Society's experience due to lacking of the struts ~~/xxxx~~ or their connections at the junction with the side transverses. arrangement of horizontal struts would, therefore, be preferred. It is understood that this has also been the experience of the Owners and that Mr. Lissenden will discuss this point with you during his visit to your office.

One copy of each of the enclosures A and B is being returned herewith bearing our approval stamp.

Yours very truly,

Principal Surveyor

B/md
cls.
: London

COPY



© 2021

Lloyd's Register
Foundation

011823-41825-0068 2/2