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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

10th March, 1937.

Dear Sir,

With reference to New York First Entry Reports Nos. 37370-11/219 on the Texas Company's steel non-propelled barges "TEXACO 396", "TEXACO 397", "TEXACO 398" and "TEXACO 379", respectively, I am directed to draw your attention to the case of the oil barge "C.H.S.C. HARVAL", in which case it was stated, see New York letter of 21st February, 1936, that considerable damage had been sustained in service, see Mr. French's later letter of the 30th July, 1936.

In the letter of 30th July, 1936, above referred to, Mr. French made the suggestion that in the case of future similar vessels it would be better for the transverses to be attached directly to the shell plating.

In the case of the four Texaco vessels, above referred to, nothing appears to have been done to give effect to the suggestion mentioned, and I am directed to request that you will be good enough to state your opinion about the method of construction adopted in these barges, and say if the experience which has been found in service in the case of barges already built is such as to suggest that the method is efficient. In any case arrangements should be made for

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Texas Company's Barges  
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the Surveyors to take every opportunity of examining the structure of these vessels.

I am, Dear Sir,

Yours faithfully,

Secretary.

Wm. Bennett, Esq.,

NEW YORK.



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