

"PINNACLES" "PALOMA HILLS" "RINCON"

T.2 Tankers

These ships are classed with L.R. and A.B., and the New York Surveyors state that the owners have strengthened the "Pinnacles" in accordance with A.B. requirements, and have ordered material to strengthen the other two ships in a similar manner.

The fundamental difference between the stiffening required by L.R. and A.B. is that L.R. require four crack arresters with slots to be fitted, port and starboard, while the American Bureau ask for only two crack arresters with slots and two crack arresters in the form of riveted doubling plates or internal girders attached to the deck plating by riveting. In addition, L.R. consider strengthening of the hull as a whole on the merits of each particular ship; A.B. have asked for a standard form of strengthening which is equal to the maximum so far required by Lloyd's Register.

The New York Surveyors say that the Owners, having arranged to strengthen the ship, in accordance with American Bureau requirements, do not see their way to fit side shell straps as required by L.R.

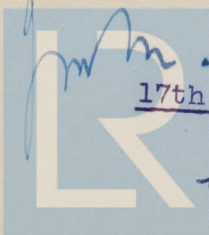
In the ships in question, therefore, when the strengthening is completed, there will be two crack arresters incorporating slots which have already been fitted in the ships, and two additional crack arresters in the form of either doubling plates or internal girders connected to the deck by riveting.

It is submitted that for these ships, the American Bureau method of stiffening should be accepted, and that a telegram to the New York office should be sent in the following terms:

"PINNACLES PALOMA HILLS RINCON STIFFENING PROPOSED
IN ACCORDANCE WITH AB REQUIREMENTS ACCEPTED"

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