

HARLAND AND WOLFF, LIMITED.

THE GOVAN SHIPBUILDING YARD, GLASGOW.

DIESEL ENGINE WORKS,
FINNISTON, GLASGOW.

ENGINEERING WORKS, SCOTSTOUN, GLASGOW.

CLYDE FOUNDRY, GOVAN, GLASGOW.

SHIP REPAIRING & ENGINEERING WORKS,
LONDON, LIVERPOOL & SOUTHAMPTON.LONDON OFFICE:
9, WHITEHALL, S.W. 1.

ALL COMMUNICATIONS TO BE ADDRESSED TO THE COMPANY

TELEGRAMS: HARLANDIC, BELFAST.

TELEPHONE: BELFAST 57223.

CODES: A. B. C. (6TH EDITION)
AND BENTLEY'S.

E.

*Shipbuilding & Engineering Works,**Belfast, 17th June, 1938.*

The Surveyors,
Lloyd's Register of Shipping,
BELFAST.

Dear Sirs,

Nos. 1016 and 1017.

We are in receipt of your letter of 14th June, returning plan of Fore Body Columns and Girders for the above vessels, duly signed and approved as amended, for which we thank you.

With reference to your remarks in connection with the bulb angle stiffeners on floors and intercostals in way of the columns: We cannot see why these stiffeners were increased, in view of what you have passed for vessels already built and building, and where the columns were larger. We also do not understand your statement as to the increase being in conformity with the usual practice for stiffeners of this size.

We would refer you to plan of Pillars and Girders submitted to you for No. 1004, on 24th March, 1937, in which stiffeners of 6 x 3 $\frac{1}{2}$ x .40 bulb angle were accepted with 34" frame spacing and for maximum size of column of 26" dia. x .76, and do not see why a similar scantling of bulb angle stiffener with only 30" frame spacing and maximum column of 26" x .70 cannot be now accepted.

We shall, therefore, be obliged if on giving this matter your further consideration, you will agree to the stiffeners as originally approved, as the work is now completed.

We return your copy of plan together with verified copy.

Yours faithfully,
For HARLAND AND WOLFF, LIMITED,