

Lloyd's Register of Shipping,

LLOYD'S REGISTER
LONDON.

14, Cross-shore Street,

Greenock, 23rd January, 1918.



RECD JAN 25 1918
ANSR

Dear Sir,

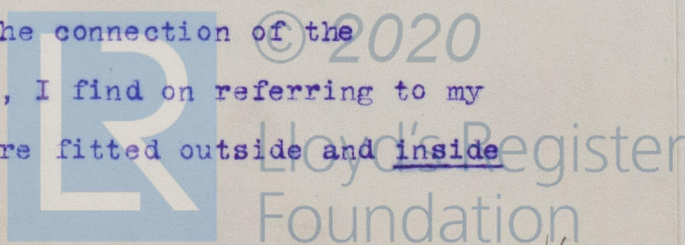
I beg to acknowledge receipt of your letter of 21st inst. regarding Greenock Report No. 17237 on the S.S.. "ARDGOIL".

With regard to the Specification for carrying Oil Fuel in the Double Bottom and Deep Tanks, I have to report as follows:-

The double bottom tanks were tested to the height of the deep load line; the deep tank and the after peak tank were tested to the height of the upper deck. Two air pipes, 2½" in diameter, are fitted to each double bottom tank, and four air pipes, 6" in diameter, are fitted to the deep tank. The sounding pipes to Nos. 4 and 5 double bottom tanks, which come in way of the tunnel, were not carried to the upper deck, but screwed covers were fitted to the upper end of these pipes.

As stated in my Report, bell mouths were not to the tank suction pipes, but these suction pipes were fitted fitted as close down to the cement as practicable.

With reference to the connection of the transverses to the margin plate, I find on referring to my note book that double angles were fitted outside and inside



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in accordance with the approved plan, and not single inside as stated in my Report.

Bulkhead No. 47:- The stiffeners on this bulkhead were fitted $8\frac{1}{2}$ x 3 x .44 B.A., and the vertical webs were fitted 16" x .38.

The test of the stream wire should be 47 tons (as noted in the Test Certificate Book kept in this Office), and not 39 tons as mentioned in my Report.

I very much regret these errors in my Report, and will be pleased if you will be good enough to have the Report amended accordingly.

No plan showing details in fore peak was submitted other than that shown on the collision bulkhead plan, the additional transverse required in the fore peak having been indicated on the approved Profile Plan.

I am, Dear Sir,
Yours faithfully,

Robert Howe

The Secretary,
L O N D O N.



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Lloyd's Register
Foundation

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Submitted to the Chief Ship Surveyor,
and the Chief Engineer Surveyor.

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JAN 25 1918

Referred to Mr. Mayne

Handwritten signature

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