

S.S. "N.T.NIELSEN ALONZO".

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This steamer is being converted by the Framnaes Mek Verkstad for the carriage of whale oil and fuel oil in bulk, and Messrs. Arnesen, Christensen & Smith were informed on the 26th ultimo regarding the principal scantlings which would be approved.

Plans shewing the alterations have now been received from the Oslo Surveyors.

It is submitted the Surveyors be informed, with regard to the new longitudinal and transverse bulkheads in way of the whale oil tanks, that the Builders' proposal to use the 15" channels they have in stock as vertical stiffeners to the new bulkheads, could be approved, provided they be reinforced where necessary with reversed angles. As the sections are somewhat shorter than would be required, their lower ends should be arranged to be as close as possible to the bottom of the bulkheads, and the top brackets should be connected to the bulkhead plating by short angles overlapping the channel stiffeners by 12", the brackets being made to suit these arrangements.

It is further submitted that provided the arrangements be carried out as shewn and amended on the plans and to the Surveyors' satisfaction, they will merit approval.

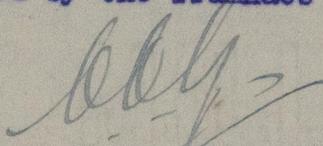
The remaining plans are being dealt with and will be returned as soon as possible.

The Surveyors might be informed by wire as requested, as follows:-

"N.T.NIELSEN ALONZO" new longitudinal and transverse  
"bulkheads in whale oil tanks lower ends vertical stiffeners  
"as close as possible to bottom of bulkheads, upper brackets  
"attached to bulkhead plating with short angle lugs, brackets  
"to be rearranged and increased, vertical stiffeners middle  
"line bulkhead forward reinforced with 4 x 4 x .44 reversed  
"angles every second stiffener, middle line bulkhead aft  
"vertical stiffeners 10 x 3 1/2 x .45 channels, tunnel  
"stiffeners 6 x 3 x .36 bulb angles every frame, new  
"transverse bulkheads Nos 23, 51 & 163 vertical stiffeners  
"reinforced with 4 x 4 x .44 reversed angles alternate  
"stiffeners, double connections to shell plating, stiffeners

"to be arranged in line with deck girders; No.51  
"bulkhead vertical stiffeners under recess 10 x 3½ x  
".50 bulbangles, horizontal stiffeners under recess  
"7½ x 3 x .46 bulbangles; new beams from frames 132  
"to 140 and 155 forward 7 x 3 x .38 bulbangles;  
"remainder plans being dealt with."

As Messrs. Arnesen, Christensen & Smith have  
already been informed of the principal scantlings and  
arrangements which could be approved, it is considered that  
their consent should be obtained to the arrangement of  
vertical stiffeners as proposed by the Framnaes Company.



9.2.26.



Ltr. 2/2. Ansd. 9/2.

4 Plans 2 Retained



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