

ALL COMMUNICATIONS TO BE ADDRESSED TO THE FIRM.

THE HUMBER GRAVING DOCK & ENGINEERING CO. LTD.

ON ADMIRALTY LIST.

DRY DOCK OWNERS, SHIP REPAIRERS, SHIP CHANDLERS.

VESSELS DRY-DOCKED AT ANY HOUR INDEPENDENT OF TIDE.

NOTICE.

- All offers subject to usual strike and force majeure clauses.
- Dry-Docking offers subject to dock being at liberty.
- All transporting at owners risk.
- All old material to become Company's property.



Telegrams:

"REPAIRS, IMMINGHAM DOCK STATION."
(2 WORDS)

Telephones:

DRY DOCK DEPARTMENT 77 & 78, IMMINGHAM.
MANAGER'S RESIDENCE 2945, GRIMSBY.
SHIP STORE DEPARTMENT 42, IMMINGHAM.

REFERENCE { OURS WM. 1040. JCB/FEN.
 { YOURS

IMMINGHAM, 29th July, 1921.

The Surveyor,
Lloyd's Registry of Shipping,
2, Freeman Street,
GRIMSBY.

Dear Sir,

s.s. "TIRPITZ".

We are preparing a proposal for converting the above ex German vessel from coal to oil fuel. The requirements are that she is to carry about 2,500 tons of oil fuel.

We have prepared a scheme in which the two cross bunkers and tanks in double bottom underneath are converted into oil fuel bunkers with a total capacity of about 2647 tons.

We do not know definitely yet whether the owners intend to class the vessel, but in order to enable us to prepare our estimate we should be obliged if you would indicate to us in general terms what structural alterations would require to be carried out to the proposed new bunkers in order to meet with your requirements.

For the purpose of showing what is proposed we enclose the following plans:-

- No. 333/15. Capacity Plan.
Showing disposition of proposed bunkers in relation to other parts of vessel.
- No. 334/15. Plan of oil fuel bunkers and boiler rooms, trunks and passage ways through bunkers.

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also new longitudinal O.T. bulkhead in forward cross bunker, and settling tanks built into side bunkers, showing generally details of bulkhead stiffening with additions to existing structure proposed.

3. No. 335/15. Plan of new complete O.T. bulkhead proposed in aft. cross bunker at end of anti-rolling tank to reduce length of space.
4. No. 336/15. Plan showing typical stiffening to present W.T. bulkhead on frame No. 137 to make same oil tight.
5. No. 337/15. Midship section of vessel.
6. No. 338/15. Plan of boiler room, showing positions of boilers, and transfer pumps etc., in relation to oil fuel bunkers and tanks.
7. No. 339/15. Plan of portion of tank top plating.

With reference to the electrical wiring, we propose to remove all the wires from the present bulkhead which it is intended to make O.T. and place these on perforated trays. These trays to be mounted on brackets fitted on bulkheads. All studs^{bolts} holding brackets, to be fitted with grumets and washers and made oil tight. Original holes for screws holding cable clips etc., to be electrically welded up.

The rivetting of the plating on the present W.T. bulkheads is only single lap joints and we propose to make these oil tight either by electro welding the landing edges on the insides of the O.T. spaces or alternatively cover the present joints by means of double rivetted plate straps, equal to the present thickness of plating.

We should be glad to know what you recommend in this respect, also, any other observations on the whole proposal would be appreciated.

We are,
Yours faithfully,



Alison
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Lloyd's Register
Foundation

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