

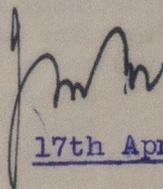
"JANKO"

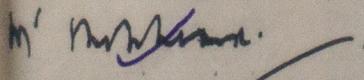
Mr. Christensen, in his letter, raises two points relating to the Secretary's letter of 6th April, 1951:-

1. The desirability of marrying Special Quality steel to mild steel.
2. The scarphing of the shell butts in the tank forward of Frame 69.

It is submitted he be informed to the following effect:-

1. The Special Quality steel referred to in the Secretary's letter has an ultimate tensile strength of not more than 38 tons/sq. in. and a limit of proportionality of not less than 15 tons/sq. in. The Young's modulus of this steel, however, is the same as that of ordinary mild steel, and therefore it will act homogeneously with the rest of the structure. On account of the higher physical properties, however, it is possible to allow reductions in scantlings compared with ordinary mild steel, and the Committee's practice in this respect has been followed in determining the scantlings given in the Secretary's letter.
2. The scarphing of the shell forward of Frame 69 depends on the results of the tests now being made on the steel taken from the damaged structure. It is intended, however, that the new bilge strake, stringer plate and hatch strakes should be extended <sup>aft</sup> ~~back~~ to near the cofferdam as stated by Mr. Christensen.

  
17th April, 1951

  
Lr. 14.4.51  
Ansd. 18.4.51.



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effected in the tank forward of Frame 69, provided the tests now being made on steel removed from the ship