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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

18th April, 1939.

Headhead 518

Dear Sirs,

I am in receipt of your letter of the 17th instant M. from which it is noted that you propose to construct a vessel No. 518 as a duplicate of your No. 515, and with regard thereto I have the pleasure to state that provided the vessel be built in accordance with the plans approved for the sister ship referred to, the Rules in all other respects be complied with, and the materials and workmanship be to the Society's satisfaction, she will be eligible to be classed 100A1, with a freeboard corresponding to a draught not exceeding that contemplated by the Rules for a complete superstructure vessel having a tonnage opening.

It is noted that a deep tank is to be fitted aft of the engine room. In these circumstances the case will require to be considered under the terms of Section 13, Para. 1(h) of the Rules, and to permit of this being done, I shall be obliged if you will kindly state the maximum amount of coal to be carried, and the disposition of the ^{coal} ~~it~~ on ballast voyages, together with the capacity of the deep tank in question, when the scantlings and stiffening of the upper deck amidships will be considered.

Recent experience has shown the necessity in the

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No. 518

case of cast steel sternframes of streamline form, as adopted in the sister vessel, of taking steps to ensure that ample radii are provided at all points of change of section, and in particular in way of the counter, and at the points where both the rudder and propeller posts join the solepiece. I shall, therefore, be glad if you will give your kind attention to these matters in the new vessel.

I am, Dear Sirs,

Yours faithfully,

Secretary.

Messrs. J. Readhead & Sons, Ltd.,
West Docks,
SOUTH SHIELDS.



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