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Lloyd's Register of Shipping, H

71, Fenchurch Street, E.C. 3.

26th April 1923.

4 ENCLOSURES

Dear Sirs,

With reference to your telegram and letter of the 20th instant respecting the proposed conversion of the steamer "MAHRONDA" into a whale oil carrier I have now to return two sets of the plans and to inform you that provided the arrangements of transverse and longitudinal bulkheads, framing at lower deck, and tunnel, be carried out as shown and amended on the plans, the same will be approved.

The existing bulkheads will require to be additionally stiffened so as to be of equivalent strength to the bulkheads now approved, and the lower deck plating in way of beams on alternate frames should be fitted with 6-inch bulb angle longitudinal stiffeners on its upper side spaced about 5 feet apart, or alternatively, intermediate beams should be fitted.

A girder should also be fitted under the lower deck on each side at the head of the quarter pillars.

Plans of the above mentioned additional stiffening should be forwarded for consideration.

Gutterway angles should be fitted on the tank top inside the machinery space bulkheads so that any oil leakages may be led directly to the bilges.

A girder should also be fitted under the lower deck on each

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You should satisfy yourselves in regard to the condition of the existing portions of the structure forming the boundaries of the oil tanks; and provided the alterations be carried out and the tanks be tested to your satisfaction, the vessel will be eligible for the class 100A1 with the notation "Carrying whale oil in bulk".

It is regretted it was not found practicable to wire you regarding this case in view of the arrangements being too complicated and the necessary alterations too extensive, and I have therefore advised you by telegram today as follows, viz:- "MAHRONDA DEMKE ("MAHRONDA"-Returning plans today).

One set of the plans is being retained for reference.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,

CHRISTIANIA.



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