

NEAREST PASSENGER STATION TO WORKS:- WIVENHOE. L & N.E.R.

TELEPHONE N° 205 WIVENHOE.

CONTRACTORS TO ADMIRALTY, WAR OFFICE.

CROWN AGENTS FOR THE COLONIES,
ROYAL NATIONAL LIFEBOAT INSTITUTION, & C.



The ROWHEDGE IRONWORKS COMPANY, LIMITED.

TELEGRAMS: IRONS. ROWHEDGE
FHE/MKE
SHIPBUILDERS & ENGINEERS

London Agents,

MESSRS WOODS & MASLEN,
25, BISHOPSGATE, E.C.2.

NEAR COLCHESTER.

ROWHEDGE

25th April, 1939.

PLEASE QUOTE

S.585.

Your Ref. _____

Our Ref. _____

The Secretary,
Lloyds Register of Shipping
71 Fenchurch Street,
London E.C.3.



Dear Sir,

305 TON MOTOR TANKER FOR NATIONAL BENZOLE CO. LTD.

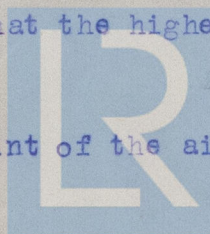
We enclose herewith for your consideration blue prints
in duplicate of each of the following drawings:-

T.6891 "Transverse Bulkheads"
T.6893 "Stem, Sternframe and Rudder"

In connection with the bulkheads, details of the
transom and forecastle bulkhead will be submitted at a later date.

With regard to the fore peak tank overflow pipe, you
will observe from the drawing that the highest point of same is
3'0" above the upper deck.

Whilst the highest point of the air pipe to the after



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peak tank is at a height of 18" above the poop deck, a spring relief valve to operate at 1 lb. pressure is fitted to this pipe immediately above the upper deck as shown, and discharges overboard.

We refer to this matter in connection with the upper deck beams in way of the after peak tank which you have increased from 4" x 2½" to 5" x 2½", and we understand that this increase was required on the assumption that the point of overflow was above the poop deck.

In view of this, we shall be glad to have your final decision in regard to the scantling of the upper deck beams referred to.

In connection with the rudder, we shall be glad if you will please note the following Owners' requirements.

1. The diameter of the upper stock and main piece to be increased 10% above Class requirements.
2. The pintles ¼" diameter above Class requirements, and we would add that the details shown on our drawing are in accordance with same.

The designed trial speed of the vessel is 10 knots in the loaded condition.

The steering is of the hydraulic type by

Messrs Hyland Ltd, and details of the quadrant etc. will be submitted to you by them as soon as we can let them know the approved rudder head diameter.

Yours faithfully,
FOR THE ROWHEDGE IRONWORKS CO LTD

H. F. H. Butcher.
MANAGING DIRECTOR D.V.O.

ENC.
2 B.P.'s from T.6891.
2 " " T.6893.

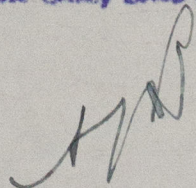


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Referred to the Chief Clerk Surrogate

A handwritten signature in dark ink, appearing to be 'H. B.', written in a cursive style.

26 APR 1939



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