

LLOYD'S REGISTER OF SHIPPING,

449-450-451, BOURSE

PHONE, LOMBARD 3543

PHILADELPHIA

June 24, 1920.

LLOYD'S REGISTER  
NEW YORK

REC'D JUN 25 1920

The Secretary,

New York.

Dear Sir:-

In reply to your letter of the 8th instant, referring to Report No. 3474, on the Steamer, "ABRAHAM LINCOLN" I have to state that in the original design Bulkheads Nos. 319, 25-38, were approved for the height of the shelter deck.

Bulkheads Nos. 11, 16, 32 were approved for the height of the upper deck. Tween deck bulkheads were subsequently fitted, at Bulkheads 11, 32, at the request of the United States Shipping Board, Emergency Fleet Corporation.

Revised bulkhead type plan was approved by you on the 24th of April, 1918. According to this plan, the bulkhead plating and stiffeners were required to be increased and the stiffeners were fitted as shown on the plan. The slight increases asked for as shown in "red" on the bulkhead plating were not adopted however in Hulls Nos. 9, 10, for the reason that the plates were in the Yard and fabricated when the plan was received from you. The Naval Architect stated at the time, that you were prepared to approve the plating as submitted in the case of these two vessels, the "Abraham Lincoln" and "Andrew Jackson".

W 1594-0038

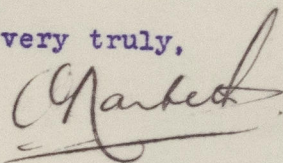


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The plating was increased in the case of  
Hulls Nos. 11, 12, 15, "DANIEL WEBSTER" Phl. Rpt.,  
No. 3518, "JOHN ADAMS", Phl. Rpt. No. 3602, and  
"ETHAN ALLEN", Phl. Rpt. No. 3728.

It is therefore submitted that the whole  
of these vessels should have the Notation in the Regis-  
ter Book of "six bulkheads to shelter deck, ~~but~~  
one bulkhead to upper deck".

Yours very truly,



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