



17, BATTERY PLACE,
NEW YORK.

LLOYD'S REGISTER
Received
17 MAR 1939
Ansd.
LONDON

March 10, 1939.

Dear Mr. Hutchinson:

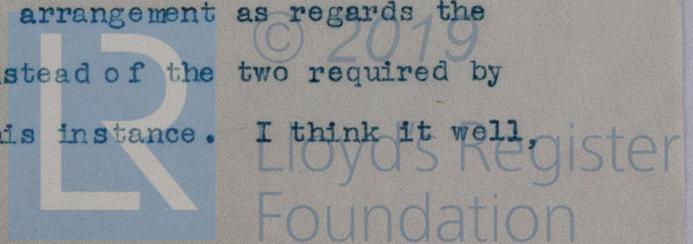
S/S "CONNECTICUT"
Balt. Rpt. 6673

Referring to the inquiry contained in your letter of the 8th ultimo regarding the above mentioned case, I may say that the Baltimore Surveyor advises as follows in regard to the length and capacity of the double bottom tank:

"The length of the double bottom tanks under the engines is 59 feet and their capacity 78 tons. This information was omitted as fresh water only will be carried in these tanks".

Steps have been taken to obtain the certificates for the electric motors which will be forwarded as soon as received. The Surveyors attention has also been drawn to your instructions that the heating surface of the economizer should not be included in the total for the boiler and that the NHP should, therefore, be 880.

It is noted that the arrangement as regards the fitting of one astern turbine, instead of the two required by the Rules, will be accepted in this instance. I think it well,



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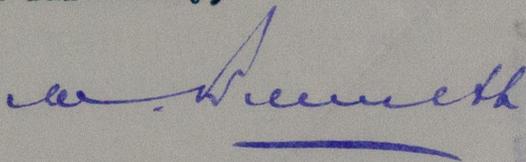
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however, to say that Mr. Heck points out that this has been approved in several other cases, apart from the two single screw tankers built by the Sinclair Oil Company, and that this arrangement is now standard American practice.

It is also noted that you wish special attention to be drawn to cases where it is desired to fit only one astern turbine.

With kind regards,

Yours faithfully,



R.P. Hutchinson, Esq.,

LONDON.



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W160-0120(2/2)

Ship 4
Referred to the Chief Engineer Surveyors

[Handwritten signature]
J.L.

17 MAR 1938

Also for Mr. Hill to note.



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... however, to say that the back prints out that this has
been approved in several other cases apart from the
two single crew tankers built by the Sinclair Oil
Company, and that this arrangement is now standard
American practice.
It is also noted that you wish special atten-
tion to be drawn to cases where it is desired to fit only
one exhaust turbine.

R. F. Hutchinson, Esq.,
LONDON.