

Messrs. The Bethlehem Shipbuilding Co's Tanker No. 4327.  
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Plans of profile and decks, sternframe, rudder and stem have been approved in the New York Office, and copies forwarded here for record.

The scantlings and arrangements have been examined generally and found to be in order.

The Surveyors' attention might, however, be drawn to the following points :-

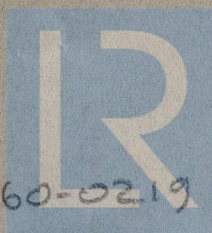
(1) The thickness of the tank top plating in the machinery space would appear to be in accordance with the Tabular requirements only. It is therefore assumed that a built engine seating on the tank top is to be fitted. Additional side girders should, however, be fitted as required by the Rules.

(2) It is assumed that the side keelsons in the forward deep tank will be closed up in accordance with the usual practice. It is considered, however, that the thickness of the plates should not be less than .38".

(3) It is assumed that a girder will be fitted at the centre line under the poop deck between frames 44 and 48, and also on the centre line aft of frame 9 on the upper deck.

For the Surveyors' information they might also be informed that in stern frame castings of somewhat complicated design, as in the present case, experience has shewn the desirability of making all fillets as large as possible and reducing discontinuities to a minimum. This applies particularly to the part of the rudder post casting immediately below the counter, where trouble has been experienced in certain instances.

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