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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

Enclosures

25th January, 1939.

Dear Sirs,

S. H. + W. R.

M.

I am in receipt of your letter of the 23rd instant enclosing plan, in triplicate, shewing proposed ending of Nos. 2, 3 and 4 stringers at the collision bulkhead in your No. 1567 ship.

In reply I may say that the arrangement proposed to you by the Owners' representative seems likely to emphasise any trouble which might arise in the vicinity of the collision bulkhead due to discontinuity. There is the presence of the collision bulkhead itself, and the rigidity of the side stringer will necessarily induce a concentration of stress at its termination near the bulkhead, and it is thought that the object of the Owners' representative, which obviously is to prevent the possibility of leakage at this point, will not be attained by the proposed arrangement.

The alternative courses of action are, firstly, to continue the stringer to the bulkhead and attach it thereto by an angle connection, the bracket being omitted. This of course does not meet the point about discontinuity, although it is considered to be reduced by this arrangement; the attachment could be made by welding. The other alternative

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Yard No. 1567

is to omit the stringers and to increase the thickness of the shell plating.

Two copies of the plan are returned herewith, the third copy being retained for reference.

I am, Dear Sirs,

Yours faithfully,

Secretary.

Messrs. Swan, Hunter &
Wigham Richardson, Ltd.,
WALLSEND/TYNE.



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Foundation

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