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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

ENCLOSURES.

21st January, 1937.

Dear Sir,

M.

I duly received your letter of the 16th instant enclosing one from the Owner of the S.S. "HANNE" regarding the conversion of the boilers to oil burning, together with two plans of the proposed alterations to the cross bunker, and the contents have been noted.

The plans in question are returned herewith, and I have to state that the scantlings and arrangements as shewn and amended thereon will be approved, provided they be carried out to your satisfaction, and the requirements of Section 20 of the Rules be complied with.

The scantlings of the bulkhead stiffeners as proposed, even with the additional horizontal girders, are considerably below the requirements of Table 34 of the Rules, which require stiffeners of bulb angle section to be provided. It is noted, however, that difficulty will be experienced in obtaining such sections, and the plan has been considered on this basis and the necessary reinforcement provided by fitting reversed bars to each stiffener on the span below the girders. Should, however, it be found possible to obtain bulb angles which represent a more economical arrangement, these could be 7" x 3" x .40" or equivalent.

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"HANNE".

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The beams should be on every frame, as required by the Rules.

A cofferdam need not be fitted on the hold side of the bunker, but sparring or lining and gutterways should be provided as required by Section 20 of the Rules.

Quarter wash plates should be fitted, but these may consist of a plate 3'-6" in depth attached to the deck and stiffened on the lower edge by means of an angle instead of wash plates or practically the full depth of the bunker as proposed.

I am, Dear Sir,

Yours faithfully,

Secretary.

J. Corbu, Esq.,

BRAILA.



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