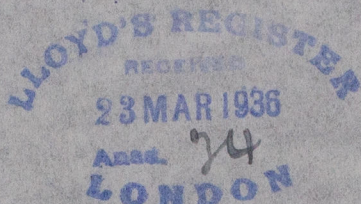


4 plans under separate cover.

Lloyd's Register of Shipping,

3, Steinhoeft,

Hamburg, 21st March, 1936.



Dear Sir,

Reference

I am submitting under separate cover for the approval of the Committee duplicate copies of plan of

- (1) midship section, and
- (2) general arrangement

for a single screw tanker, 433.6 feet overall length, which is to be built by Messrs. Howaldtswerke A.G. at their Kiel yard for Messrs. Socony Vacuum Oil Company, New York. The vessel is to be supplied with steam driven machinery and has been assigned the yard number K 756 by the Builders. The scantlings on the midship section plan are stated by the Builders to be strictly in accordance with those on the midship section approved in New York by Mr. French for this vessel. It has been necessary however to adopt thicknesses of plating in millimetres and the scantlings of the sectional material are in accordance with the German standards.

Mr. Pluymert of the Standard Oil Co., who is at present in Hamburg, has informed me that when the plans for this vessel were discussed in America the Owners decided to introduce additional thicknesses at certain parts, in particular at the top sides, on the bottom plating and on the centre line and transverse oiltight bulkheads, and in connection with these additions Mr. Pluymert asked me to state that the scantlings approved by the Committee in metric units should not be in any case less than those already shown on the midship section approved by Mr. French in New York. I have also been informed that the profile plan, also a plan of end sections and other details is at present being prepared by Sir Joseph Isherwood in London and this information may be of

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(1/2) W21-0089

service in dealing with the plan now submitted.

Owing to the difficulty in obtaining delivery of material from the steelworks in this country at the present time Messrs. Howaldtswerke would like to be informed at the earliest possible moment regarding the approval of the scantlings of the flat plate keel, bottom plating, bottom longitudinals and lower portion of the centre line bulkhead. If the scantlings of these parts as proposed by the Builders are in order it is suggested that a reply regarding same could be sent to this Office by cablegram. If however a number of amendments are found to be necessary it is suggested that the reply be sent by air mail as this involves practically no important delay in supplying the Builders with the information which they desire to have.

I am, Dear Sir,
Yours faithfully

A. Schickel

The Secretary,

LONDON



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service in dealing with the plan now submitted. Owing to the difficulty in obtaining delivery of material from the steelworks in this country at the present time Messrs. Howlshaw & Co. would like to be informed at the earliest possible moment regarding the approval of the scantlings of the flat plate keel, bottom plating, bottom longitudinal and lower portion of the centre line bulkhead. If the scantlings of these parts as proposed by the Builders are in order it is suggested that a reply regarding same could be sent to this Office by cablegram. It is however a number of amendments are found to be necessary it is suggested that the reply be sent by air mail as this involves practically no important delay in supplying the Builders with the information which they desire to have.

I am, Dear Sir,
Yours faithfully

The Secretary,

LONDON

Referred to the Chief Ship Surveyor,
and the Chief Engineer Surveyor.

YJB

23 MAR 1936
REQUESTING EARLY REPLY.

Wine



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