

MOTORSHIP "SAGAMI".

A sketch, in duplicate, has been received from the Deutsche Werft, showing their proposals for fitting longitudinal stiffening in the double bottom below the cast steel longitudinal seatings above the tank top.

It is submitted the Hamburg Office be requested to inform the Deutsche Werft that in the circumstances, and owing to the confined space in the double bottom between the existing longitudinal girders, the arrangements, as now proposed by the Deutsche Werft ^{sketch no 336} and previously discussed in this Office with Mr. Gray Chisholm (of Messrs. Esplen, Son & Swainston, representing the Owners), could be approved.

The Surveyors should distinctly understand, and impress upon the Deutsche Werft, that it is considered essential that longitudinal girders forming part of the foundation of the motor machinery should not be fitted on the tank top plating without efficient support being provided within the double bottom in way of the same.

The Surveyors should be aware that it is not at all in accordance with good practice to allow of such arrangements as ^{previously} proposed by the Deutsche Werft.

The girders in the double bottom were originally arranged to suit the old motor machinery, and it was owing to the fact that the new motor machinery to be fitted in this ship was so arranged that it did not suit the existing arrangements in the double bottom, that this ^{strengthening} additional longitudinal ~~seating~~ has now been found necessary.

The matter has been discussed in this Office with Mr. Burgess, representing Messrs. Sir J. Isherwood & Co., and it is submitted they be also informed ~~in above~~.

Messrs. Esplen, Son & Swainston should also be informed.

15. 8. 27.

Lloyd's Register

2 copies returned Sketch 336
1 copy retained.

(Sketches 334 & 5
listed but not signed)

Rev. 13/8 and 14/8
Rev. J. C. Isherwood
Rev. Esplen
Rev. H. R. 11/8 and 14/8
6 Plans 3 Returned

16/8