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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

27th July, 1936.

Dear Sir,

M. I duly received your letter of the 10th instant enclosing copies of two addressed to Mr. Geo. B. Drake regarding plans, approved by you, of bulkhead No. 11 and bulkhead No. 13-1/2 in connexion with the conversion of the s.s. "DANIEL WEBSTER" to a bulk oil carrier, together with copies of the plans in question.

With regard thereto I have to state that these have been examined generally and appear to be in order, excepting in the case of No. 11 bulkhead the stress on the webs is higher than usually accepted in this Office, where a basic stress of $4\frac{1}{2}$ tons per square inch is used. This figure is applied to tanks 30 feet in length, and is proportionately reduced where longer tanks are adopted. The scantlings of the webs might be adjusted accordingly.

The reinforcing of the existing horizontal stiffeners by means of reversed bars is in order. It would be well, however, on the inner side of the webs where it is not possible to weld the vertical flange of the reversed bars to the webs, for a small bracket to be fitted. Two supporting brackets should also be fitted to each web, these brackets

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s.s. "DANIEL WEBSTER"

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extending to the face plates.

It is noted from your letters of the 16th instant that a plan of the special scarping at the poop, also the additional strengthening to obtain tanker loading, as discussed by the Chief Ship Surveyor in New York, will be forwarded.

I am, Dear Sir,

Yours faithfully,

Secretary.

James French, Esq.,

NEW YORK.



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