

Conversion of S.S. "DANIEL WEBSTER" into an Oil Tanker.

Plans of bulkhead 11, bulkhead 13 $\frac{1}{2}$, and centre line bulkhead.

These plans have been approved by Mr. French, and copies forwarded to this Office. They 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 proportionally 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 extending to the face plates.

It is noted from Mr. French's 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.

Ltr. 10.7.36.
Ansd. 27.7.36.
2 plans retained.


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