

COPY.

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

22nd June, 1936.

Dear Sir,

M. I duly received your letter of the 5th instant enclosing a copy of one addressed by you to Mr. George B. Drake, together with plans in connexion with the proposed re-classification and conversion from a general cargo carrier to a bulk oil carrier of the S.S. "DANIEL WEBSTER", and the contents have been noted.

The plans have been examined, and it is found that in several respects they are not in accordance with, or equivalent to the practice of the Committee for vessels of this type and class, and the following modifications should be complied with :-

(1) No particulars of the lengths of the tanks are indicated on the plans, and if these exceed 30 feet the scantlings of the webs on the transverse bulkheads should be increased in the ratio of the length of the tank over 30 feet.

(2) It would appear that the engines are to be moved from amidships to the after end, and the space amidships arranged as oil compartments. If, however, this is not the case, and the machinery is to be retained amidships, suitable scarphing arrangements should be made at this part.

(3) At least 30 inches of continuous athwartship tank top plating should be retained at each floor to provide the necessary

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top member of these girders, and the connection of the girders to the bottom shell plating should be reinforced by electric welding for three spaces at the margin and at each side of the centre line.

(4) The stress on the side transverses is in excess of that usually accepted by the Committee in such cases, and it will be necessary either to increase the vertical dimensions of the new brackets which are to be fitted or, alternatively, to fit a rider plate to the face angles.

(5) The brackets which are to be fitted to reduce the span of the side longitudinals should be increased from 21" to 36", excepting at the 12" channels at the upper part of the bilge. The brackets should be flanged on the face.

(6) An athwartship shelf plate should be fitted to support the transverse bulkheads on the second deck level where these bulkheads come in way of the existing hatchways. A suitable fore and aft shelf plate should also be fitted in way of the hatchways.

(7) Brackets should be fitted top and bottom to alternate vertical stiffeners on the 'tween deck transverse bulkheads.

(8) The top plates on the centre line bulkhead should be 7/16" and 3/8" respectively.

(9) The holes in the longitudinal wash bulkhead should be kept as small as possible, so as to provide the maximum amount of longitudinal material.

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(10) The welding should be to the Surveyors'satisfaction, and the electrodes used for all important parts should comply with the requirements of Clauses 1-7, Section 4 of the Rules for the Application of Electric Arc Welding to Ship Construction.

(11) On account of the large hatchway openings which are fitted in this vessel, the longitudinal strength in way of the wells is not equal to that of vessels to which the deeper loading for tankers under the Loadline Regulations is permitted, and therefore a freeboard corresponding to a full scantling cargo ship only could be assigned.

If the above deeper loading is required, it will be necessary for a substantial doubling plate to be fitted to the strake of plating alongside the hatchways, the doubling plate to extend from within the poop to within the after end of the bridge, and from within the fore end of the bridge to the three-fifths length forward.

I am, Dear Sir,

Yours faithfully,

Secretary.

James French, Esq.,
NEW YORK.



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Foundation

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