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GLASGOW

LONDON

A.

Enclosure

20th November, 1931.

Dear Sirs,

T.S.S. "AVELONA STAR"

I have to acknowledge the receipt of your letter of the 17th instant in regard to the alterations which are to be carried out to the above vessel and the contents have been noted.

When dealing with the plans submitted, account has been taken of the statement made by Mr. Ness that when cargo, other than chilled meat, is carried above the original upper deck its density will not exceed 100 cubic feet per ton, but a letter should be furnished by the Owners confirming this.

It has also been concluded that cargo will not be carried on the original upper deck when chilled meat is hung from the beams on this deck in way of the filled in wells or between frames 74 and 119, but I shall be glad if you will kindly state if this is so.

I have to inform you that provided the arrangements be carried out as shewn and amended on the plans and to the Surveyors' satisfaction they will be approved.

The proposal to omit the stringer shell attachment in

way/

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way of the extended 3rd and 4th decks will be approved, provided the Owners' consent be obtained.

It is noted that the present watertight bulkhead on Frame 119 is to be re-arranged on Frame 114. This bulkhead should extend watertight to the original upper deck, or, if recessed, the deck in way should be watertight and I shall be glad if you will submit for approval a plan shewing your proposal in this connection.

Provided the insulation remains in Nos.1,2 & 7 holds and the holes in the centre girder in No.2 tank be covered, no exception will be taken to the carriage of oil (flash point above 150°F) in Nos.1,2 & 7 double bottom tanks and no further structural alterations will be required, but the remaining requirements of Section 20 of the Rules should be complied with where applicable.

It is noted that no increase in draft is desired on account of the alterations.

With regard to the conversion of the fresh water tanks at the sides of the tunnel for the carriage of oil fuel, this question will be considered when the further communication promised by Mr. Ness is received.

Plans shewing your proposals regarding the construction of the new oil fuel bunkers and the scantlings and arrangements of the/



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the new boat deck should be forwarded for consideration, together with a sketch shewing the re-arrangement of the deck houses, etc., in order that the question of the equipment may be considered.

One set of the plans in question is enclosed herewith.

I am, Dear Sirs,

Yours faithfully,

Local Secretary.

Messrs. Wm. Hamilton & Co. (1928) Ltd.,  
PORT GLASGOW.



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