

Lloyd's Register of Shipping.

Collingwood Buildings, Newcastle-on-Tyne, 1.

13th November 1933.

The Secretary,
LONDON.



Dear Sir,

Replying to your letter of 8th instant respecting the question of width of cofferdam to be fitted in the "DORIC STAR", we beg to advise you that the Builders' statement that any further increase above 21" will make caulking of the shell connection impracticable in view of the close proximity of the next main frame, has been confirmed by examination at the ship.

The construction of the new bulkhead has been re-arranged to give the full 21" clear all over, all projections now being inside the tank. With their caulking and riveting machines of 12" in length, we are satisfied that efficient work can be carried out, and submit that this 21" be accepted.

We are informed that the Owners require 3,500 tons of oil fuel, but space has only been found for 3,300 tons, consequently they are strongly opposed to any further reduction.

We are, Dear Sir,
Yours faithfully,
THE SURVEYORS,
per



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Foundation

W468-0117

Referred to the Chief Ship Surveyor,

14 NOV 1937

Handwritten: It is submitted in enclosed
be informed that in the
be proposed to make the
22 in breadth was
the enclosed
efficiency
14

s. s. "DORIC STAR"

Width of cofferdam

Ltr. 7/11 Ansd. 14/11

p.c & ltr Ltr. 14/11

the ship's deck.

2,200 tons, consequence

2,200 tons of oil fuel.

the ship's deck.



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