



Lloyd's Register of Shipping,

14, Cross-shore Street,

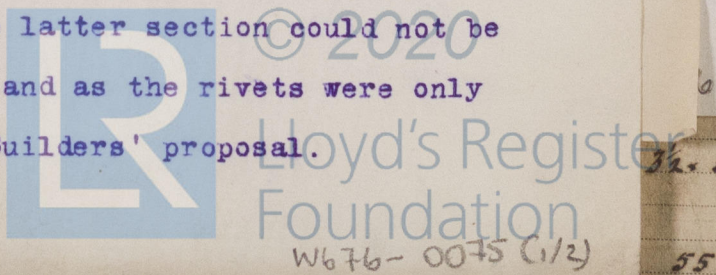
Greenock, 23rd June, 1919.

Dear Mr Fowling,

I am much obliged for your letter of the 19th inst. respecting my First Entry Report on the Steamer "WAR WAZIR", now named "NOMA", and on going into the matter I much regret to find that through some misunderstanding on my part the Class recommended was in error, as this is not one of the reconverted "Z" Oilers, having been built to the original approved "Z" plans as forwarded to London with the First Entry Report. The Class recommended, therefore, should have been "100A1., Carrying Oil Fuel in Bulk, F.P. above 150° F."

With reference to the strong beams in the oil tanks, these were fitted in accordance with approved plans, but unfortunately in place of giving the size of those strong beams, I gave the size of the second deck beams forward. From my note-book I find that these beams were fitted of double channels 12 x 3½ x 3½ x .60, with a rider plate on top 11" x .60; the rider plate being 1" broader than required by the approved plans. The poop beams were fitted 9 x 3 in place of 9 x 3½, as the latter section could not be obtained at the time of rolling; and as the rivets were only ¾" in diameter, I accepted the Builders' proposal.

A similar system of suction to be arranged in the tanks as



W676-0075 (1/2)

(2)

23/6/19.

I might add that the Specification Requirements were fully complied with, and the Specification was signed on behalf of the Managing Owners, the Builders, and myself (representing the Shipping Controller) on completion of the Trial Trip.

I am exceedingly sorry to cause you the trouble of raising these questions, but you will see from my explanations how simple the explanation is.

With kind regards,

Yours sincerely,

Robert Howe

C. Fowling, Esq.,
L O N D O N.



© 2020

Lloyd's Register
Foundation

W676-0045 (2/2)

forward end of vessel.