

## CONFIRMATION OF LETTER.

### Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.

11th July, 1917.

Dear Mr. French,

We dealt recently with the plans of the National <sup>War Material - War Shipping</sup> Shipbuilding Co's Nos. 7 & 8 to be built at Orange, Texas, and it is noticed that the Builders propose to carry Water Ballast in the fore and after peaks and in the deep tank amidships. I think it would be as well for you to point out to the Surveyor, who will be looking after the construction, the great difficulty there will be in making these compartments watertight unless very special care is taken in the construction. It will be necessary for him to see that all joints passing the tank bulkheads are fitted with stop-waters, which also should be fitted between the surfaces of the timbers and planking to prevent water passing by the bulkhead. I specially mention this matter because we have had trouble with a case not long since which eventuated into a law case, in which the Builders had to pay pretty heavily for the bulkhead being not properly tight.

In connection with ~~this vessel~~ you might tell me how the double diagonal strapping is proposed to be fitted, I take it to mean planking not strapping as in the case of diagonal straps. Do the two thicknesses run the same way.

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or are they fitted at right angles to one another?

In my opinion there should be knees fitted to the lower deck beams as in previous cases, or the longitudinal material fitted to take the place of the knees should be increased much beyond what is shown on the plan. Where longitudinal balks of timber have hitherto been fitted in the place of beam knees the scantlings have generally been in excess of what is proposed in this case. There appears to be a tendency to reduce the material at this part, as I mentioned to you yesterday, in the case of P.H. Doyen's vessels.

There is no reference on the plan to any additional strengthening of topsides at the front of the poop which is nearly amidships and the hatch beams appear from the profile to be somewhat deficient.

I have no doubt you will see that these matters are attended to.

With kind regards,

Yours faithfully,

*C. J.*

J. French, Esq.,

NEW YORK.



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