

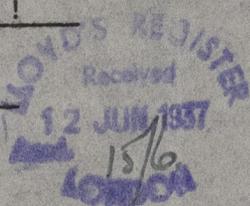
Lloyd's Register of Shipping.

Per Air mail !

3, Wilhadistrasse,

Enclosures.

Bremen, 11th June, 1937.



Dear Sir,

Reference

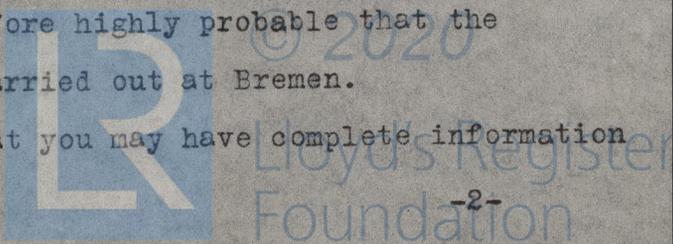
As Mr. Holtz is on holiday, the contents of your cablegram regarding the proposal to convert Hold No. 2 of the whale oil factory ship "TERJE VIKEN" for the carriage of fuel oil was referred to me, and I have to-day called upon Director Ulrich at the Builders' Yard accompanied by Mr. Carstensen, and the points raised in your cablegram have been discussed with the Builders' representatives.

Confirmations of your cablegram of the 10th instant and of my reply of to-day's date are attached to this letter.

Director Ulrich informed me that his firm had yesterday received an enquiry from the Owners as to whether the Weser Yard would be able to obtain the necessary material for the contemplated alterations to the vessel in way of No. 2 Hold and a reply in the affirmative had already been given to the Owners.

It is therefore highly probable that the alterations will be carried out at Bremen.

In order that you may have complete information



in detail of the scantlings of the transverse, and fore and aft bulkheads, the thickness of the deck forming the crown of the proposed fuel^{oil} tanks, the arrangement of the framing &c at the ship's sides, the proposed pumping arrangement, &c. &c., the following plans have been obtained from the Builders and one set is enclosed herewith.

These plans are as follows:-

- 1) Longitudinal Bulkheads at fore part of vessel,
- 2) Plan of Bulkhead at frame 106,
- 3) Stringers and web frames fore part of vessel,
- 4) Framing plan fore end,
- 5) Crown of tank (part deck plan frames 85 to 115),
- 6) Plan of proposed pumping arrangement.

Additional copies of each of these plans are being sent under separate cover per commercial papers post.

Attention is called to the arrangements shown on the pumping plan where it is stated that the height of the overflow pipe is 5000 mm. above the C.W.L.

The height of this overflow pipe has as appears from the letter M of the 11th November, 1935, been taken as immediately above the upper deck, and the reduced height now proposed might permit of some reductions in the amount of the additional stiffening, which in accordance with the terms of the letter, is to be fitted

at the bulkheads, the crown of the tank, and the ship's sides.

The Builders have asked me to call your attention to this point, and any reductions which might be permitted should be noted on the plans.

Horizontal girders are already fitted to Bulkhead 106.

With regard to the oil tight transverse bulkhead which is required to be fitted at the middle of the length between frames 86 and 106, the Builders have asked me to state that they have a quantity of Bulb angles, 280x90x13.00 mm. in stock and desire to use these, as delivery of new material will involve a delay of some months.

The thickness is 1/2 mm. less than as shown on the approved plan of midship bulkhead.

In regard to the double bottom in way of No. 2 hold, an oil tight floor is fitted at frame 106, and a W.T. floor at frame 107.

I am, Dear Sir,

Yours faithfully,

The Secretary,
LONDON.



A. Christensen

Lloyd's Register
Foundation

W91-0091 (3/3)

Referred to the Chief Ship Surveyor.

12 JUN 1957

YIELDING

LOADING

YIELDING

[Handwritten signature]

YIELDING TO SOIL, P. & S. LINE

YIELDING TO SOIL

YIELDING TO SOIL, P. & S. LINE

YIELDING TO SOIL

YIELDING TO SOIL, P. & S. LINE

YIELDING TO SOIL

YIELDING TO SOIL, P. & S. LINE

YIELDING TO SOIL, P. & S. LINE

YIELDING TO SOIL

YIELDING TO SOIL, P. & S. LINE

