

COPY.

## Lloyd's Register of Shipping.

71, Fenchurch Street, E.C. 3.

12th May, 1922.

Dear Sirs,

With reference to Mr. Engledow's letter of the 25th ultimo respecting the case of the Steamer "ALDECOA", and to his telegram and letter of the 8th instant, I have to inform you that the matter has been very carefully looked into.

With regard to the strengthening in way of No. 3 main deck hatchway, I am directed to point out that the extra thickness of 'tween deck plating ( $1\frac{1}{2}$  m/m) is of such slight assistance to the strength of the coaming girder that it is practically negligible, and as it is impracticable on account of the small depth of girder fitted to strengthen the girder so as to avoid the necessity of pillaring at the sides of the hatchway, it is considered the only practicable manner in which the necessary support can now be obtained is by fitting hatch side pillars below the second deck at frame 48, these pillars being formed of four angles of 150 x 150 x 12 m/m, or equivalent section.

Further, it may be pointed out that with pillars fitted at the corners of the hatchway as in the present instance, the load on the hatch side coaming is not in any way transferred to the centre line bulkhead which is fitted clear of the hatchway.

At the same time I am directed to state that when alterations such as those made in this instance are contemplated in vessels building with a view to classification in the Society's Register Book, steps should be taken by you to inform this Office at an early stage, in order that instructions or suggestions may be sent you if thought necessary or desirable.

I am, Dear Sirs,  
Yours faithfully,

The Surveyors,  
BILBAO.



© 2020  
Secretary.

002659-002666-0250

Lloyd's Register  
Foundation