

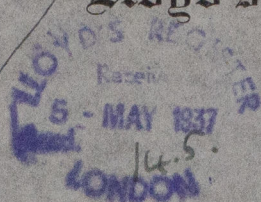
4 plans under separate cover.



# Lloyd's Register of Shipping.

3, Steinhoeft,

Hamburg, 3rd May 1937.



Reference

Dear Sir,

I am submitting under separate cover for the approval of the Committee duplicate copies of plan of 1) revised Midship Section and 2) Profile and decks for Messrs. Lübercker Maschinenbau Gesellschaft's Yard No. 367. The revised plans are being submitted on account of a number of alterations which have been required by the Owners but the Builders point out that the scantlings and arrangements as already approved on plans A.111107, A.111168 and A.11126, will remain unaltered, except insofar as the alterations proposed by the Owners make modifications necessary. On the profile plan particulars of the widths of the seams overlaps and the diameters of the rivets to be used are given. In submitting the plans for approval the Builders call attention to the following points:

- 1.) Arrangements at after wells. The proposals made by the Builders on the plans submitted with my letter of the 23rd January are not being adopted insofar as the fitting of the web frames at frames Nos. 43 and 66 on port and starboard in the tweendecks is concerned as the Owners object to having these web frames fitted.

de Lönner 102  
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2) The riveting of the brackets on the open floors in the double bottom has been reduced from 8 rivets to 7 rivets and from 4 rivets to 3 rivets at the bulbangle struts as would be required for 180 mm bulbangle as was originally approved. The adoption of the 200 mm bulbangle was decided upon as this provides a lighter and stronger section.

*also rivets*  
✓  
3.) It will be observed that the tank side bracket overlaps the bulbangle side frame for a distance of 475 mm and that the total height of the top of the brackets above the base line is 1475 mm. These dimensions have been adopted by the Builders in order that the bulbangle side framing can be fitted in straight lengths without furnacing the lower end.

✓  
4.) It is pointed out that the end coamings of the hatchways on the superstructure deck are amply supported by the winch seating girders which are connected to the coamings by means of bracket plates. Under those circumstances the Builders request that the coamings may be accepted without further stiffening.

*beam 2  
beams  
main beam  
main*  
5.) The beams to the quarter deck are being fitted 165 x 75 x 8 and on the poop deck 180 x 75 x 8 mm. Attention is called further to the size of the knees which are fitted as fore beams of 150 and 165 mm respectively.

6.) The width of the flange of the girder fitted to the upper deck between frames 22 and 31 and between 107 and 116, is given as 250 mm. Approval of this width is requested.



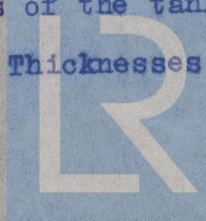
7.) The double bottom tank abaft the machinery space is to be constructed so as to provide 3 watertight compartments in the width of the double bottom tank. Details of the construction proposed to be adopted are shown on the plans now submitted.

8.) The bottom framing in way of the boiler space is to be covered with asphalt and in view of this increased thickness of framing is not being fitted.

9.) To meet the Owners' requirements in respect of the length of the hatchcovers it has been necessary to alter the spacing of the shifting beams in hatches Nos. 1, 4 and 5. The Builders request to be informed whether the thickness of hatchcovers in hatches 4 and 5 of the superstructure deck could be reduced below the thickness proposed on the plans.

10.) It will be observed that the watertight bulkhead fitted at frame 78 is to be moved to frame 75 and this bulkhead is to form part of the coal bunker. The Builders propose to construct it 9 mm thick throughout and a detailed plan showing the stiffening of this bulkhead in conjunction with the coal bunkers' bulkhead arrangements will be submitted for approval.

In conclusion the Lübecker Maschinenbau Gesellschaft call attention to the sizes shown in brackets on the plan. The sizes give thicknesses required by the Owners. This remark applies to the thicknesses of the tank top plating in the engine and boiler space. Thicknesses of fore and aft and



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transverse coal bunker bulkheads, also local stiffening in way of the coalshoots, the galley, under the winches, etc. The Builders request the favour of an early reply regarding the approval of the plans.

I am, Dear Sir,

Yours faithfully,

A Christie

The Secretary,  
London.



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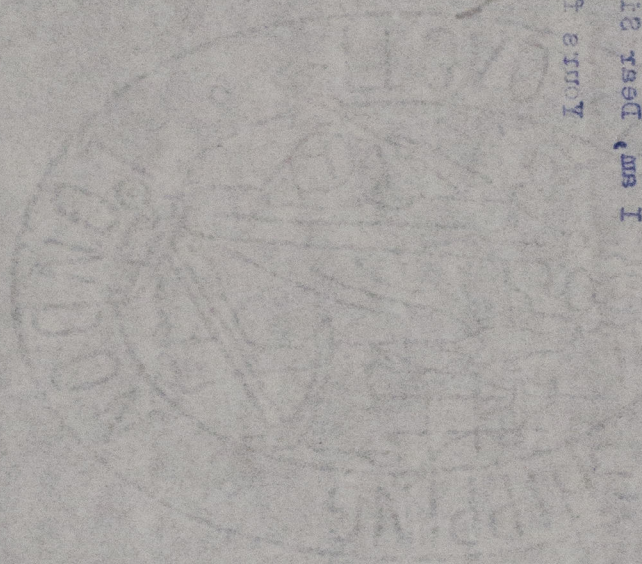
Referred to the Chief Ship Surveyor.

H/B  
-5 MAY 1937

Reg early reply

London.

The Secretary,



Yours respectfully,

I am, Dear Sir,

subscribed of the Press.

Business request the issue of an early reply regarding the  
of the companies, the policy, under the various, etc. The  
arrangements only under principles, also local attending in way



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