

Duplicate plans under separate cover.

## Lloyd's Register of Shipping,

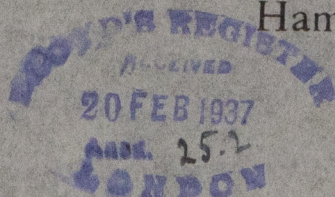
3, Steinhoeft,

Hamburg, 18th February, 1937.

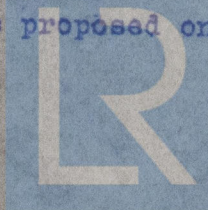


Reference

Dear Sir,



I am forwarding under separate cover Duplicate copies of plan of aft framing and plating shewing the arrangements proposed by Messrs. Lübecker Maschinenbau-Gesellschaft in way of the break at the after well in their Yard No. 367. In submitting the plan Messrs. Lübecker Maschinenbau-Gesellschaft point out that in view of the position of the well being less than 1/10th of the vessel's length from the after perpendicular they have now considered it necessary to additionally strengthen the shell plating but have carried the thicknesses of the sheer strake and strake below beyond the well into the poop side plating. Details of the scarphing arrangement showing the upper deck extended for a length of 3 frames spaces in order to scarph with the quarter deck situated above, are also shewn on the plan. The stern framing arrangements have been altered and cant frames introduced with an arrangement of two instead of three deck girders as was originally approved. The Builders have also included a sketch on the plan now submitted showing the general arrangement of the framing in the holds and tween decks which they now have proposed to adopt. The Owners desire to have a continuous gusset plate fitted at the tank margin and the side sparring is to be fitted vertically instead of horizontally as proposed on the midship section recently approved.

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In the midship super structure tweendecks the Builders now propose to extend the side framing for a distance of 200 mm above the upper deck, and the tweendeck frames of the sizes shewn on the plan are proposed to be fitted separately and welded to the top of the bulb angle frames where they extend through the upper deck. The hatchcovers are at the request of the Owners to be fitted thwartships instead of fore and aft and the Builders are submitting a table showing alternative proposals for the shifting beams and they state that fore and afters will be fitted in accordance with the requirements of the Rules. At the open floors in the double bottom a bulb angle 180 x 90 x 11 mm was approved for the frames attached to the bottom plating on the approved midship section. As the shell plating throughout the bottom is 19 mm the Builders would prefer to adopt a bulb angle having a 75 mm flange to the shell plating and they request to be informed whether the bulb angle 180 x 90 x 11 mm could be replaced by a bulb angle of 200 x 75 x 9 mm.

I am, Dear Sir,

Yours faithfully,

A. Christie

The Secretary,  
London.



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