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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

Enclosures.

1st February, 1937.

Dear Sir,

M.

I duly received your letter of the 26th ultimo enclosing plans of midship section, profile and decks and stern frame and rudder of a single screw motor vessel No. 7651 proposed to be built by Messrs. Howaldtswerke, Kiel for Messrs. John T. Essberger G.M.b.H., Hamburg (Atlantic Tank Rhederi G.m.b. H.), and the contents have been carefully noted.

With regard thereto I am directed to state that the plans have been examined, and it is found that excepting for certain minor details, the scantlings and arrangements are in accordance with or equivalent to the requirements of the Rules. The details in question are the hold framing forward of half length, the tween deck framing at the after end, the thickness of the deck plating between the hatches in way of the deep tank, the thickness of the tank top plating in the engine room, the spacing of the intercostals in the double bottom forward of half length and the riveting of the bars to the centre girder and the bottom frames to the floors forward of half length. The stiffening of the centre line bulkhead in the hold is not in accordance with the tabular requirements, but as no credit has been taken for this bulkhead in determining the

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Yard No. 765.

scantlings of the beams, it is considered the scantlings as proposed could be accepted.

Compensation for the deficiency in the framing has been indicated on the plans in the form of reversed bars, and for the wider spacing of intercostals on the bottom forward by double shell bars, so as not to interfere with the Builders' arrangements or orders for materials.

Provided the scantlings and arrangements as shewn and amended on the plans be adhered to, the Rules in all other respects be complied with, and the materials and workmanship be to the Society's satisfaction, the vessel will be eligible to be classed 100A1.

The steel to be used in the construction of this vessel must be made by the Open Hearth process at Works recognised by the Committee, and must be tested in accordance with the requirements of the Rules.

Provided intercostal plates be fitted to the closely spaced side stringers in way of the ice strengthening, the increased thickness of plating be fitted to the extent required by Section 40 of the Rules, and the remaining requirements of this Section be complied with, the notation "Strengthened for Navigation in Ice" will also be assigned. The scantlings of the rudder are in accordance with the requirements of this Section.

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Yard No. 765.

The usual classification plans, including watertight bulkheads, pillars and girders, hatches and webs and oil fuel tanks should be submitted for consideration in due course.

The arrangements for steel testing as indicated by you are considered to be satisfactory.

The plans forwarded with your letter are returned herewith.

I am, Dear Sir,

Yours faithfully,

Secretary.

A. Chisholm, Esq.,

HAMBURG.



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