



# Lloyd's Register of Shipping,

LLOYD'S REGISTER,

LONDON

42, Argyle Street, Glasgow.

REC'D SEP 1921

ENCLOSURES

ANSR

12-

7th September, 1921.

Reference

Dear Mr. Scott,

I revert to your letter of the 30th ultimo in regard to the case of the S.S. "QUEEN LOUISE".

I have to report that on the 5th instant, accompanied by Mr. Gibbs and Mr. Millar, I visited this vessel and inspected the bulkhead in question. The oil fuel space was at that time filled with water and under these conditions the bulkhead was quite dry, and the Surveyor informed me that it also was satisfactory under the test condition.

You will see that it is the upper part of the bulkhead which is in question, and that this bulkhead forms the boundary of an oil fuel space only; it is not intended to carry petroleum in this compartment. The Committee have in former times approved bulkheads with single riveted butts and landings, forming, not only the boundary of oil fuel spaces, but also the boundaries of compartments, if my recollection is correct, intended to carry petroleum in bulk.

The principle adopted by the Committee in these cases was to have a considerable increment of stiffness over and above the usual practice embodied in the construction

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of the bulkhead. I enclose plans of the bulkhead in question, from which it will be seen that an attempt has been made to secure this.

I have discussed the case with Mr. Jack, however, and, in order as far as possible to remove any cause of anxiety in regard to the efficiency of the bulkhead, he has consented, although he thinks it unnecessary, to fit additional re-inforcement to the thwart-ship girders on the 'tween deck portions of the bulkhead, as indicated on the plan.

Having regard to all the circumstances, I am of opinion that the bulkhead may be regarded as efficient.

Yours very truly,

*Montgomery*

A. Scott, Esq.,  
LONDON.



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