

LLOYD'S REGISTER OF SHIPPING,  
MONTREAL.

30th November, 1945.

Dear Sir,

We are in receipt of Classing Letter dated the 9th inst., respecting Reports 6651, 6653 and 6665, L.S.T. (3) 3506, 3518 and 3512 respectively.

In reply thereto we have to state as follows:-

- (1) It is confirmed that there are three complete bulkheads in each instance, one of which (No.51) extends to the upper deck and two (Nos. 46 and 59/61) extend to 2nd deck. ✓
- (2) The 6"x3½"x7/17" vertical and horizontal stiffeners on bulkhead 28 below Lower Deck are inverted angles attached to the bulkhead by electric welding. ✓
- (3) In the case of Reports Nos. 6651 and 6653, the spacing of the shell rivets in the longitudinal frames is confirmed as being 3" for eight pitches on either side of transverses and bulkheads and 6" for remainder. This latter spacing was the subject of careful consideration by the British Admiralty Technical Mission and was approved with the submission of the Shell Expansion, a print of this plan and a copy of the approved letter being forwarded with our reply to Classing Letter covering L.S.T.(3)3500. In the case of Report No.6665 the 3/4" rivets through the longitudinal frames and Shell plating are spaced 4 1/8" apart (5½ diameter) as reported. ✓
- (4) It is confirmed that a Fresh Water Deep Tank, capacity 215 tons S.W. and 30' in length, is fitted forward of frame 36. ✓

We trust you will find the above satisfactory, and remain, Dear Sir,

Yours faithfully,  
signed:- W.Dobson.

Principal Surveyors in Canada.

*H.C.A.*



© 2018

Lloyd's Register  
Foundation