



Lloyd's Register of Shipping,

55, Fawcett Street,

Sunderland, 13th May, 1946.

RECEIVED

14 MAY 1946

Reference

ANSD.....

Dear Sir,

M.V. "BRITISH MAJOR".
Sunderland Report No. 34436.

In reply to your Classing Letter of the 10th instant on the above vessel, we have to state that,

1. Spacing of rivets in side frames are:-
in way of Oil Tanks $5\frac{1}{2}$ diam.
in way of Engine Room $6\frac{1}{2}$ diam.
Main Deck to Upper Deck ford. 7 diam. ✓
2. Rivet spacing in bottom longitudinals to shell 6 and $4\frac{1}{2}$ diams, with $3\frac{1}{2}$ diam. at ends.
Longitudinals to brackets 14 - $\frac{7}{8}$ " rivets in 3' 9" ✓
3. The spacing of the bottom longitudinals is 30" in Centre Tanks and 2' $7\frac{3}{4}$ " in wings. ✓
4. The Breaking test applied to the $3\frac{1}{8}$ " circ. S.W. Hawser is 25.7 tons. ✓

The connection between the Frame Brackets and the tank top in engine space, the thicknesses of the upper deck plating and the spacing of the $\frac{7}{8}$ " diam. rivets in the angles connecting the bottom transverses with the shell plating in wing cargo tanks are in accordance with the approved plans, the peak tanks were tested in accordance with the Rules and found satisfactory. ✓

It is regretted that the Cargo Tank Hatches were reported on the Freeboard Report as having coamings 12" x $3\frac{1}{2}$ " x .44 B.A. and .50" covers instead of 12" x .50" coaming welded to deck with .64 covers as fitted, and that the above error and omissions were made. ✓

We are, Dear Sir,
Yours faithfully,
THE SURVEYORS,
PER: *Neil H. Duncan*

The Secretary,
LONDON.

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Foundation

Referred to ~~Mr. Parry~~

Do.

X
 If should be pointed out to the
 Surveyors that the plank of the fabricated
 stern frame has not been received and they
 should be again requested to forward same
 as soon as possible.

For Ship Surveyors (F. E. Rpts.) to note.

10.9
 16.4.46



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