



N. V. KIRKLEY,
SHIP SURVEYOR.
L. PESKETT,
MARINE AND ENGINEER SURVEYOR.

Lloyd's Register of Shipping.

14, Rue de Fontenelle,

Rouen, 3rd December 1926

Reference

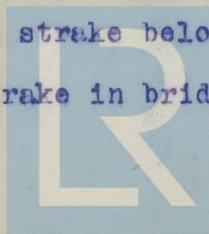
M.

Dear Sir,

With reference to your letter of the 30th November 1926 regarding the first entry report N°544 on the steel screw steamer "SOROKA" (Ateliers & Chantiers de la Seine Maritime, yard N°40) we have to state that:-

1) Regarding the thickness of the shell plating forward, this was given as 13 mm on the report that being the minimum thickness forward clear of the extra thick plates fitted for special local strengthening. At the stem, in way of this special strengthening the plates are of 14 mm as shown on the approved plan.

2) Regarding the thickness of upper deck sheerstrake, and strake below sheerstrake. In writing out a draft report to suit a R.Q.D. type of ship the actual midship thickness of these strakes were given on the report. The upper deck sheerstrake in wells is actually 16 mm, and the strake below sheerstrake 14 mm as approved, upper deck sheerstrake in bridge is 12 mm.



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3) The upper deck sheerstrake in wells is quadruple riveted on the vessel, as approved.

The discrepancies in the report are regretted.

As requested the approved plans are returned.

We are, Dear Sir,

Yours faithfully,

Colin Bartlett
Mr. the Surgeon.

THE SECRETARY

LONDON.

DEC 1919

Presented to the Lloyd's Register



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Referred to the Chief Ship Surveyor.

7am.

16 DEC 1926

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Handwritten signature and notes:
Stoddard
insd
expans at end

LONDON.
THE SECRETARY



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