



Lloyd's Register of Shipping.



97 & 98, Scottish Provident Buildings,
/ Donegall Square West,

Belfast, 9th October, 1934.

Reference

The Secretary,
LONDON.

Dear Sir,

In reply to your letter 'M' of the 5th instant regarding the First Entry Report on the Twin Screw Motor Vessel "DURHAM", I have to state that the thickness of side shell and sheerstrake at the after perpendicular is .53" as approved, also the thickness of the bulkhead stiffeners in the second tween decks is .36" as approved and not as inadvertently stated, viz., .34".

These items have been amended on the report and as requested I have entered therein the length of cable to which Certificate No.14634 applies, and return the report herewith.

I am, Dear Sir,

Yours faithfully,

J. B. Bochs

encl.



Lloyd's Register
Foundation

004789-004798-0164

Referred to the Chief Ship Surveyor

10 OCT 1934

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Love

WILLIAM BRYCE

THE TOWER

I have to state
 that the ship was
 in the water at
 the time of the
 accident and that
 the crew were
 all saved. The
 ship was damaged
 but is now being
 repaired. The
 cargo was all
 saved. The
 accident was
 caused by the
 crew's negligence.
 The ship was
 not properly
 maintained and
 the crew were
 not properly
 trained. The
 accident was
 preventable.



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