



Lloyd's Register of Shipping,

LLOYD'S REGISTER,
LONDON.

17, Boulevard des Allies,

Caen, 16th February 1923.

REC^d 19 FEB 1923

V. M. LINKLATER,
SURVEYOR.

ANS^d 22. S.S. SAINT-BONIFACE - N° in REGISTER BOOK 71980.
CAEN FIRST ENTRY REPORT N° 83.

Reference

Dear Sir,

I have to acknowledge your letter of 8th instant regarding points in question in my First Entry Report N° 83 on the above steamer, and in reply beg to state :-

- (1) The thickness of the Side Girders in Double Bottom Aft should read $10\frac{7}{8}$ to $13\frac{2}{8}$.
The thickness of the Side Girders Amidships is $15\frac{2}{8}$. X
- (2) The arrangement "A" of upper and 2nd deck plating was adopted. X
- (3) This is intended to read "scantlings not increased according to height of Bulkheads fore and aft on remaining bulkheads". ✓
- (4) The section of the rudder post is not as reported, but is as on the amended plan of the stern frame approved 15-2-21, and should read :
Main Piece, diameter at head $34\frac{3}{8}$.
Main Piece, diameter at heel $26\frac{0}{8}$.
- (5) Check bend tests were made from the material while it was being prepared for working into the ship, also during the examination of the material while lying in the ship yard. The material was all turned, examined, and stamped if satisfactory, by myself ✓ and the Rouen Surveyor.
- (6) The riveting of the seams and butts of the poop, bridge, and



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forecastle side plating is as required by the Rules.
The riveting particulars omitted from my report are :

Poop Sides :

Edges 1R. to 2R., 68 $\frac{7}{16}$ to 120 $\frac{7}{16}$ rivets @ 4 dia.
Laps 2R., 130 $\frac{7}{16}$, 20 $\frac{7}{16}$ rivets @ 3 $\frac{1}{2}$ dia.

Short Bridge Sides : Edges 2R., 120 $\frac{7}{16}$, 20 $\frac{7}{16}$ rivets @ 4 dia.
Laps 2R., 130 $\frac{7}{16}$, 20 $\frac{7}{16}$ rivets @ 3 $\frac{1}{2}$ dia.

Forecastle Sides : Edges 1R., 68 $\frac{7}{16}$, 20 $\frac{7}{16}$ rivets @ 4 dia.
Laps 2R., 68 $\frac{7}{16}$, 20 $\frac{7}{16}$ rivets @ 3 $\frac{1}{2}$ dia. ✓

- (7) The weight of the chain cable is entered in my Report as :

1073-3-10 is a clerical error and should read

53 1043-3-10. The Builders state the weight ordered was

45,590 Kgs. I have communicated with the Dunkirk Surveyor to
verify the certified weights supplied. ✓

- (8) The Certificates of test of the stream wire and towline have not yet been received by the Builders. They have again requested the makers to provide them. ✓

- (9). The Nos 1 and 3 shell longitudinals are L 230 x 90 x 11
and L 235 x 90 x 12,5 respectively as reported, and are as
on the Shell Expansion plans approved 1-8-21.

The thickness of the brackets to hold transverses amidships
should read 10 $\frac{1}{16}$ to 11 $\frac{1}{8}$.

I trust that this is the information required, and I
much regret it was not embodied in my First Entry Report.

I am, dear Sir,

Yours faithfully,

THE SECRETARY



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Belton and the following are the only other persons who have been convicted of this crime in the State of Texas.

Also for Mr. S. ~~A~~ Hill to note.

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