



LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

201, Tower Building, Liverpool, 3

Telegrams: Register, Liverpool

27th August, 1952.

Telephone: Central 8891 (5 Lines)

RECEIVED

28 AUG 1952

Reference

Dear Sir,

"BRITISH CROWN".

In reply to your letter of the 22nd instant, regarding Liverpool Report No. 135666 for the above vessel, I have to advise you that the scantlings of the collision and the after peak bulkhead, also the thickness of the Upper Deck Plating, are as follows:-

Collision Bulkhead, Frame 242:- Plating thickness .56, .44, .41, .37, .34, .31, .28 and .26. Stiffeners:- 6" x 3" x .31 I.O.As below W.T. flat, 5" x 3" x .28 I.O.As above, all spaced 24" apart. Three horizontal stringers on fore side in Peak Tank.
After Peak Bulkhead, Frame 10:- Plating thickness:- .50, 1.00, (in way of tube) .39, .36 and .30. Stiffeners:- 8" x 3½" x .52 I.O.As in centre with 4" x 3" x .46" I.O.As in wings, all spaced 24" apart. Horizontal stiffening:- stringer, steering gear flat and boiler flat.
Upper Deck Plating:- Thickness, clear of stringer, 1.12" with 1.20" thick abreast fore and aft ends of bridge where there are three O.T. hatches in line abreast.
Frame Numbers of 16 bulkheads:- 10, 54, 61 and 62 (cofferdam) 78, 94, 110, 126, 142, 158, 174, 190, 206, 218 and 219 (cofferdam) and 242 (collision).

at sides only

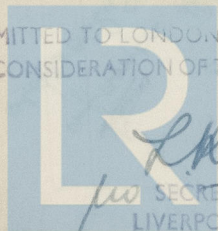
Yours faithfully,

G. B. Taylor.

The Secretary,

LIVERPOOL.

TRANSMITTED TO LONDON FOR
THE CONSIDERATION OF THE COMMITTEE



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L.R. Hutton
SECRETARY TO THE
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