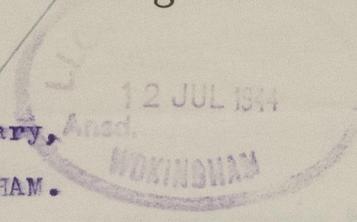




Lloyd's Register of Shipping.

Collingwood Buildings, Newcastle-on-Tyne, 1.

10th July, 1944.



The Secretary, *Ans'd.*

WOKINGHAM.

Dear Sir,

m.v. "SAN VELINO" (Our Report No.102182)

Replying to your letter S dated 6th instant we beg to inform you that the stiffeners on the after peak bulkhead should have been reported as 8 x 3 x .50 bulb angle to 4 x 3 x .26 O.A. as have been fitted. (not .36 as reported)

The thickness of the bottom transverse face angles in the centre tanks amidships and wing tanks at ends is .64" as approved and not .44" as reported and the thickness of the bottom transverse bracket stiffeners in the centre tanks is .44" and not .40" as reported.

There are not back bars to the shell lugs of the bottom transverses in the wing tanks.

The 3 $\frac{3}{4}$ " circumference hawsers and warps should have been reported as steel wire ("TRULAY").

The makers are "British Ropes" and the wires are composed of 6 strands of 24 wires. The wires have been tested as per Rule requirements and to a tensile test of 39 tons 18 cwts. The oversize wire was supplied to Owners requirements and is on wire reels made for 4" circ. steel wire.

The above clerical errors in this report are regretted.

We are, Dear Sir,
Yours faithfully,
THE SURVEYORS,

per

A. Hunter



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