



Lloyd's Register of Shipping,

Midland Bank Chambers,

Newport, Mon. 9th August, 1922.

LLOYD'S REGISTER

LONDON

10 AUG 1922

REC

1100

Reference

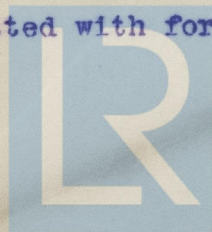
S.

Sir,

In reply to your Classing Letter of the 4th instant regarding your first entry report No. 20479 on the steamer "FRENHAM", we have to state that the scantlings of side girders in the double-bottom (thickness .28"), bilge keelson intercostal plate (thickness .32"); floors in boiler space (increased .10" to .46"), top plating of forward double-bottom tank (increased to .34" in lieu of fitting reverse frames at intermediate brackets), and the riveting of the forecastle side plating ($\frac{5}{8}$ " rivets, in $2\frac{1}{4}$ " single rivetted seams spaced $2\frac{1}{2}$ ", and $4\frac{1}{4}$ " double-rivetted butts spaced $2\frac{1}{4}$ ") are as approved. In the after double-bottom tank the top plating is .30" as alternate reverse frames are not omitted in this tank.

The screen bulkhead in the engine-room is strengthened at the ship's side to form a web-frame.

A "Vickers" oil gland has been fitted to the stern tube but the boiler is not fitted with forced draught.



Lloyd's Register
Foundation

Regretting that the above were omitted in our
first entry report,

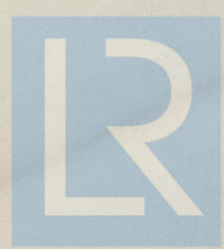
We are, Sir,

Yours faithfully,

The Surveyors,

per. *S.T. Boyer*

The Secretary,
LONDON.



© 2021

Lloyd's Register
Foundation

Referred to the Chief Ship Surveyor,
and the Chief Engineer Surveyor.

SM

10 AUG 1922

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

Noted

CHB.

RKM
12-8-22

12/8/22

80 M



© 2021

Lloyd's Register
Foundation