



# Lloyd's Register of Shipping,

Midland Bank Chambers,

Newport, Mon. 9th August, 1922.

LLOYD'S REGISTER.

LONDON

10 AUG 1922

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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 riveted seams spaced  $2\frac{1}{2}$ ", and  $4\frac{1}{4}$ " double-riveted 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.



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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.



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

*J.M.*

10 AUG 1922

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

Noted

*A.M.B.*

*RKM*  
12-8-22

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*J.M.*

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