

substitute for a row of rivets or for caulking in the case of

LLOYD'S REGISTER OF SHIPPING

LLOYD'S REGISTER

126 HIGASHI MACHI

32 Akashi Machi (Meikai Building)

17 NOV 1921

TELEGRAMS: "REGISTER, KORE."

TELEPHONE: 2530 SANFOMIYA

KOBE, 20th October, 1921.

The Secretary,
LONDON.

Dear Sir,

In answer to your Classification Letter 'S' of 9th Sept. 1921 with reference to S/S "VENICE MARU", Kobe Rpt. No. 3215, I have to reply as follows;

- (1) Web frame face bars are $7\frac{1}{2} \times 3\frac{1}{2} \times .64$ & are as approved.
- (2) In Machinery space, the framing is $10 \times 3\frac{1}{2} \times 3\frac{1}{2} \times .50$ channels to upper deck, with reverse frame $3\frac{1}{2} \times 3\frac{1}{2} \times .50$ angle to upper deck - as approved.
- (3) Thickness of deck plating in way of openings on Awning deck - .44. On Upper deck - .42.
- (4) The Scantling & arrangement of the O.T. Bulkhead of Deep Tank on frame No. 58 are;
Thickness .44 - .34
Vertical stiffeners $9 \times 3\frac{1}{2} \times .525$ bulb angles spaced at 24".
Two Horizontal stiffeners 24" x .40 with 6" flanged spaced at 72".
Single frame - Bulkhead height to 2nd deck.
- (5) On Bulkhead in for No. 35., the stiffeners are $9\frac{1}{2} \times 3\frac{1}{2} \times .55$ bulb angles
- (6) Riveting of tank top centre strake
Seams - doubled Butts - treble to double.
- (7) Riveting of shell plating butts & edges are all as required by the rules.
- (8) Particulars of Anchor drop tests are;
1st Bower 33-3-12 W.S. 3633 16-4-20.
2nd Bower 33-3-6 G.D.L. 3627 9-4-20.
3rd Bower 34-I-8 G.D.L. 3625 9-4-20.
The particulars omitted or altered from 1st E.Rpt are underlined.

I am, Dear Sir,
Yours faithfully,

007496-007505-0125

on electric welding in connection with oil-tight work, and they

