

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, KOBE."

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  $24" \times .40$  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	<u>33-3-12</u>	<u>W.S.</u>	3633	16-4-20.
2nd Bower	<u>33-3-6</u>	<u>G.D.L.</u>	3627	9-4-20.
3rd Bower	<u>34-I-8</u>	<u>G.D.L.</u>	3625	9-4-20.

The particulars omitted or altered from 1st E.Rpt are underlined.

I am, Dear Sir,  
Yours faithfully,

*A. Watt*

007496-007505-0125

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

