

**LLOYD'S REGISTER OF SHIPPING,
909-10 GASCO BUILDING,**

PORTLAND, OREGON

May 10, 1921.

The Secretary,
New York.

Dear Sir:-

With reference to your letter of April 29th on our Report No. 620 on the Steamer "LIVINGSTONE ROE", we wish to state that the Butts of the Upper Deck Stringer Plates are treble riveted for the whole length of the Vessel and that the spacing of the rivets in the Longitudinals on each side of the Transverses and Bulkheads are as required by the Rules and in accordance with your telegram of June 4, 1920 to me with the exception, that the bottom Longitudinals in the square body of the Vessel are $4\frac{1}{2}$ diameters throughout. It was found necessary by the Builders to closer space those rivets on account of these extra rivets being required to hold the Longitudinals to the Shell Plating.

The riveting of the Transverse Lugs to Shell is as approved and are $4\frac{1}{2}$ diameters apart.

The size of the Bottom Longitudinals in the Double Bottom are 7"x3.45"x20.9 lbs. Channel. The Transverse Lugs to Shell in the Deep Tank forward are 6"x6"x4.4 lbs. Double Angles.

The bottom of the Feed Tanks are cemented and the Vessel should have the record "Pt.cem."

All the Cargo Tanks, Cofferdams and Oil Fuel Tanks have been tested as required by the Rules.

We regret that these omissions were made in this report.

Yours very truly,

WL:H

Walker Lang
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Lloyd's Register
Foundation

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