

(\*The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement.—Extract from Sub-Committee's Report, 24/5/92.)

# Lloyd's Register of Shipping,

Ocean Chambers, Lowgate,

Hull, 27th. November. 1918.

LLOYD'S REGISTER,  
LONDON.

RECD NOV 28 1918

ANSD



Dear Sir,

In reply to the classing letter of the 26th. instant and with reference to the case of the "KILDRESS", Hull Report No., 30811, I beg to state that the lower part of the Collision Bulkhead plating was .38 thick, and regret this clerical error on the report.

I am, Dear Sir,

Yours faithfully,

*Matthew Blackwood*

The Secretary,

LONDON .E.C.3.

ft., Forecastle 26-25

ation is to be given as

ORS

*Length.	Water Capac
Feet.	Tons.
✓	
✓	
42	100
✓	
Yes	

5.28 July 7.9.16

Spacing .....

BAMS, Bridge Deck, Angle, Bulb Angle, Plate, }  
Tee Bulb, or Channel..... }

Angles on upper edge .....

Deck. Material and thickness .....

Forecastle Deck Stringer Plate, b'dth & th'kns

Angle on ditto.....

Tie Plates .....



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Lloyd's Register  
Foundation

W1124-0139

40 thickness

thickness

