



# LLOYD'S REGISTER OF SHIPPING,

449-450-451, BOURSE

PHONE, LOMBARD 3543

PHILADELPHIA March 24, 1921.

LLOYD'S REGISTER  
NEW YORK

REC'D MAR 26 1921

ANS'D

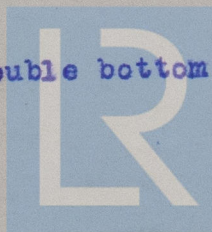
The Secretary,

New York.

Dear Sir:-

In reply to your letter of the 19th instant, referring to our Report No. 4096, on the Steamer, "CAMDEN", I have to state as follows:-

- 1- Spacing of Longitudinal frames amidships is as approved, namely, from 24" to 27" between bilge and upper deck, and not ~~of~~ 30" as stated in report.
2. No. 2 longitudinal frame amidships is 7" by  $3\frac{1}{2}$ " x 16.8 lbs. The section approved for this longitudinal was 7" x  $3\frac{1}{2}$ " x 17.5 lbs. but when this section was altered, it was found that the section had been discontinued by the Steel Manufacturers and the section used was that which had the *nearest* ~~nearest~~ strength modulus, and the substitution was approved by the Chief Surveyor, New York, in his letter dated 13th of February, 1917, addressed to New York Shipbuilding Company.
3. Nos. 6 and 10 longitudinal frames at the ends are 9" x  $3\frac{1}{2}$ " x 21.8 lbs., 10" x  $3\frac{1}{2}$ " x 26 lbs. respectively.
4. The plating and riveting of the poop bridge and fore-castle sides are as approved.
5. The frames in way of the double bottom at solid



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floors are 9.8 lbs. per foot and not 8.5 lbs. as stated  
in the report.

Yours very truly,

*Marbet*



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