

26th November,

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PHILADELPHIA.

"RAYO". 1943. I have to inform you that the case of this vessel has received the careful consideration of the Committee and to say that in view of the additional support afforded to the shell plating by the extra stringer and keelson, together with the frame spacing and other arrangements in the vessel, the Committee have in this instance approved of the full 100A Class being assigned as recommended. With regard to the fact that the joints of the liners of the screw shaft have been capped and soldered instead of being burnt as recommended by the Rules, the Committee can only accept the shaft in this instance subject to its being specially examined at the end of two years, and if at that time the joints between the liners are found to be in any way started the liners will require to be cut back to enable the shaft



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W1564-0040 1/2

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to be examined in way of same.

In these circumstances the vessel has been classed 100A1 "Carrying Petroleum in bulk" with notations of A & CP and @LMS 10,12 subject to the screw shaft being specially examined before the end of October 1914.

I have also to acknowledge the receipt of Mr. Millar's letter of the 11th instant from which I note that the thickness of the bulb angles for the bilge and side keelsons is .50" and not .45" as reported and that ordinary bulb angle frames are .43" as reported.

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W1564-0040 1/2