

COPY.

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

2 Enclosures.

23rd September 1921.

Dear Sir,

M With reference to your First Entry Report No. 84664 on the Steel S.S. "BURFORD BRIDGE", ex "EIKUNDASUND", I have to inform you that the scantlings and arrangements indicated on the plans of midship section and profile forwarded with your report have been examined, and it is found that in some respects they are deficient from the Rule requirements.

The decks in way of the hatchways will require to be additionally supported by plate brackets as indicated on the plans.

The longitudinal strength of the vessel is deficient, and it is considered that the sheerstrake should be doubled from within the poop to about the middle of the length of No. 1 hatchway. Additional sparring should be fitted as indicated on the midship section. The arrangements at the bilge are not clearly understood, and a sketch should be forwarded shewing the construction and arrangements of this part in detail.

A plan shewing the construction in the machinery space should be forwarded for consideration, and this plan should include the arrangements in way of the bottom, especially at the "separate tank under floors". The arrangement of cross tie beams and plating in way of the machinery space should be indicated thereon.

You should state clearly the construction of the middle line bulkhead, especially at the ends of the large hatchways. The strengthening of the bottom forward of the half length should be stated.

With regard to the equipment, it is noted that the marks on the stream and kedge anchor are obliterated. If no further information can be furnished regarding these anchors, the stream anchor should be sent to a Proving House to be weighed and tested. The kedge anchor required by the Rules is not of sufficient weight to require testing, but this anchor should be weighed.

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If the 105 fathoms of stud chain cable cannot be identified, it should be sent to a Proving House to be weighed and tested. 45 fathoms of 2 $\frac{1}{4}$ " stream wire should be supplied as required by the Rules.

It is noted that the plans prepared by the Rennie, Ritchie & Newport Shipbuilding Co. and forwarded with your Report are dated 7th September 1921, and I have to point out that the plans should have been forwarded to this Office as soon as received by you, when the necessary additional strengthening would have been indicated thereon, and delay avoided.

Provided the additional strengthening and equipment as set forth above be supplied, and a favourable receipt be received from you, the vessel will be eligible to be classed 100A1.

The two plans in question are returned herewith for your guidance.

I am, Dear Sir,

Yours faithfully,

Secretary.

Mr. A.E. Farminer,

IPSWICH.



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