



LLOYD'S REGISTER OF SHIPPING,

LONDON.

Maritime Buildings, East Dock Street,

27 DEC 1922

Dundee, 22nd December, 1922

ANS^d

RETAINED

reference
M.

The Secretary,
London.

Sir,

I have to acknowledge the receipt of your letter of the 20th instant, with reference to the First Entry Report No. 8400 on the S.S. "BRITISH COMMANDER", and beg to state :-

1. The thicknesses of the margin plate and inner bottom plating are given as built into the ship.
2. The beams on the poop and forecastle decks are spaced on alternate frames as approved, spacing 56"-48", and not as stated in the report.
3. The thickness of the collision bulkhead plating is as approved .44"
4. The scantlings of the longitudinal bulkhead and transverse bulkheads at the ends of the vessel have been increased plating .02, horizontal stiffeners to 11x3 $\frac{1}{2}$ x.52 and webs 33" to 37" .✓
5. There are no hand pumps fitted in this vessel ✓
6. All oil compartments, cofferdams, summer tanks and deep tanks have been tested as required by the Rules. ✓
7. The transverses in the forward oil compartments have not been ~~increased~~ strengthened for sheer.
8. The spacing of the rivets on each side of the transverses and bulkheads for longitudinal frames Nos. 1-2-3-&4 are 6 diameters Nos 5-6-7 are 4 $\frac{1}{2}$ diameters for 8 rivets and 6 diameters elsewhere. Nos. 8 to 11 and 12 to 22 are 3 $\frac{1}{2}$ diameters for 8 rivets & 6 diameters elsewhere /✓

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- 9. The double bottom compartment 25-41 below the boilers is to be used for oil fuel only. ✓
- 10. The notation "pt. Cem." should be made in this case. ✓
- 11. The scantlings of the after Peak bulkhead are as approved. ✓

I regret these omissions in the Report.

I am, Sir,

Your obedient Servant,

J. Sellers.

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Referred to the Chief Ship Surveyor,

ram,

27 DEC 1922

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