



Reference

Lloyd's Register of Shipping,

Lloyd's Bank Chambers,

Middlesbrough, 2nd February 1921.

REC 3 FEB 1921
AND

RETAIN

Dear Sir,

In reply to your classing letter of the 1st inst, respecting Middlesbrough report No. 10931 on S.S. "HURUNUI", I beg to state that reverse bars, as approved are fitted on alternate frames in the boiler space, the 'tween deck stiffeners on the collision bulkhead are bulbtangles, the the riveting of the butts of inner bottom plating is as approved, and the upper shell landings of F G and H strakes are $8\frac{1}{2}$ " wide, treble riveted, between frames 18 and 44, 16 and 48 and 18 and 45 respectively, and also between frames 118 and 151, 114 and 156, and 114 and 154 respectively.

The thickness of the rudder plate, which I inadvertently omitted from the report, is .94 inch as approved.

The forward thicknesses of C D E and F strakes of shell plating should have been given as .52 inch, as approved instead of .48 inch.

Our copy of the report has been amended accordingly.

I am, Dear Sir,
Yours faithfully,

The Secretary.
London.

J. G. [Signature]

W402-0087

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Lloyd's Register

Referred to the Chief Ship Surveyor,

C. J. G.

-5 FEB 1921

Also for Mr. S. A. Hill to note.

M
4.24



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Foundation