

COPY

LLOYD'S REGISTER OF SHIPPING,

The Secretary,
LONDON.

TORONTO.

18th April, 1947.

Dear Sir,

"KELTIC", "TAI HANG 3" & "TAI HANG 4".

I am in receipt of your classing memorandum dated 21st March, initial "S", and in reply to the queries raised I have to report as follows:

1. The tank top extends from frames 25 to 62, and not from 25 to 63 as reported.
2. The scantlings for the third deck beams have been reported in error and should be deleted.
3. The collision bulkhead is actually fitted on frame No. 65, frame No. 60 having been reported in error. There are two watertight bulkheads; one on frame No. 65, which is at the after end of the forepeak tank, and one at frame No. 62, forming a ballast tank between No. 65 and 62. No. 62 bulkhead is, however, watertight to second deck only.
4. The scantlings of the upper deck stringer angle are $2\frac{1}{2}" \times 2\frac{1}{2}" \times 5/16"$.

A letter has been addressed to the Owners advising them that an internal Annual Examination of the bottom under the boiler will be required, owing to the omission of cement.

Yours very truly,
(Sgd).

012827-012835-0133

Noted. SI 6-5-97.



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