

*St Germain*

# Lloyd's Register of Shipping.



**LLOYD'S REGISTER**  
Recd. - 6 FEB. 1925

SKEPPSBRON 3.  
~~Stora Varvsvarn~~

Ans'd.  
**LONDON**

Malmö, 3rd February, 1925.

The Secretary,  
LONDON.

Bear Sir,

Referring to your classing letter of the 20th ultimo respecting the M/S "EPOCA", Malmö F.E. report No. 620, the following errors in the Rivetting of Butts given on the report are much regretted, namely: Keel strake butts triple to dble riveted for full length should be triple riveted for full length. Butts of B.C.& D. triple to dble riveted should be dble riveted. F.strake breadth of butt lap 140 m/m should be 230 - 140 m/m. G.strake breadth of butt lap 200 - 140 m/m should be 230 - 140 m/m. The butts and edges of Poop, Bridge and Forecastle side plating are single riveted lap as per rule. The lower edge of the sheer strake is <sup>double to</sup> single riveted at ends as approved of by the Gothenburg office. The double bottom and peak tanks, bulkheads and shaft tunnel have been tested as required.

Enclosed please find the Christiania casting report No. 128 on the vessel's stern frame. The reports of machinery forgings, tested by the Society's Surveyors, were attached to the report.

I am, Dear Sir,  
Yours faithfully,

*W. J. J. J.*

W 1210-0041

\* If of Iron, state whether scrap or puddled Iron. If of Steel, state whether made on the Open Hearth process.

Referred to the Chief Ship Surveyor.

*ad*

Also for Mr. Mayne to note

*With the thickness of bridge side plates approved, it is considered the bolts of the bridge side might be accepted if the rivets*

*9-2-25*

*[Handwritten signature]*



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