

W777-0017 (1/2)

# Clyde's Register of British & Foreign Shipping,

Maritime Buildings, East Dock Street,

Dundee, 2<sup>nd</sup> March 1914

CLYDE'S REGISTER  
LONDON  
REC'D 3 MAR 1914  
ANER

In reply to your letter of 27<sup>th</sup> February 1914  
with reference to the 1<sup>st</sup> Entry Report on the  
steamer "Sebastian", I beg to state that,

The spacing of frame riveting was  $5\frac{1}{4} \times 6$ "  
being in way of all cargo tanks, Cofferdams,  
and oil fuel bunkers, and that the spacing  
of rivets in steel landings in way of above  
was  $3\frac{1}{8}$ ".  $3\frac{1}{4}$ " as stated being a clerical error.

Thickness of stiffener plates fitted on the  
longitudinal and transverse bulkheads in  
way of 15" horizontal channels was .52

Size of vertical stiffeners on longitudinal  
bulkhead was  $6\frac{1}{2} \times 3 \times .40$  bulb angle.

Plans of the Fore & after peak bulkheads  
as constructed are enclosed. These plans  
are dealt with locally.

All Tanks, Oil fuel bunkers & Cofferdams  
were tested in accordance with the Rules.

...her Telegraph Company or For  
...f the Telegraphic Service be  
...rising or resulting from non-tr  
...n the transmission or delivery  
...error, or omission shall have o  
...accordance with the provisions  
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...Postmaster-General, but betwe  
...nment by whom this Telegram

...Office Guide and in the Company's  
...f the Company's Offices:-  
...en's Place, LONDON, E.C.  
...rovident Buildings, NEWCASTLE



Referred to the Chief Ship Surveyor.

*FKW*

MAR -3 1914

*M. 14*  
*3.3.14*

RECEIVED  
MAR 10 1914  
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Spacing .....  
Forecastle Deck, ..  
Photo-free Path

*24/2/14*



The Class recommended should have been  
"Carry Petroleum in bulk;" and not "Carrying  
it in bulk"

The date of launch was 24<sup>th</sup> April 1913.  
and last date of examination in Dry Dock  
28<sup>th</sup> January 1914.

I am, Sir,

Your obedient servant,  
Matthew Blackwood

The Secretary.  
London.



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