

COPY

19th February, 1943.

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MONTREAL

5718 "POINT PLEEE PARK" The contents of your reports are noted and the question of the electrical installation has since been taken up with Mr. Bennett of New York. The Committee have now had before them his reply setting forth the circumstances in which several departures from the Rules have occurred in regard to lead covered and armoured cables etc. and in view of the information furnished, it has been decided to accept the electrical arrangements in this instance on the understanding that the equipment will be brought into line with the requirements of the Rules when the present state of emergency has passed, but it is considered that this acceptance of the installation without lead covered and armoured cables should not be taken as a precedent. A class of 100A1 with Freeboard, Carrying Homogeneous cargo of Petroleum in Bulk" with a notation of LMC 8,42, has therefore been assigned and a note will be made on the First Entry Certificate regarding the electrical equipment. It is concluded the vessel has been examined as required by the Rules for vessels not built under survey so far as applicable in this case and that the windlass and steering arrangements have been tried under working conditions with satisfactory results. I shall, however, be obliged if you will furnish particulars of the scantlings of the bulkheads for insertion in the First Entry Report. I would also acknowledge your cablegram of the 14th January regarding the equipment in this case and conclude the necessary particulars as to the origin, weight and test of the anchors, length, size, weight and test of the chain cables, length, size and test of the equipment of ropes on board, will be furnished in due course. It will also be appreciated if you will let me know the overall length and state on which parts of the bottom cement has been laid and whether an echo sounding device has been fitted.

As regards the records to be made here, it appears from the plans there are altogether 12 bulkheads in the vessel; 11 of which extend

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to the second deck and one, the collision bulkhead, to the weather deck, and that there are six divisional watertight bulkheads in the tween decks, but perhaps you will kindly confirm this and at the same time state whether the tween deck bulkheads are intact and if not how the openings are closed. In this connection it is thought well to refer to a circular letter of instructions which it is concluded you received from New York in September last regarding bulkheads in shelter tween decks of existing ships.

With regard to the machinery, it is concluded that oil fuel is not fitted but confirmation on this point is desired. I would also point out that, although it is stated in your Rpt.9 that particulars of machinery are given in the First Entry Reports attached, these reports were not advised in your letter of the 6th October and have so far not arrived here.



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