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# Lloyd's Register of Shipping.

Enclosures.

71, Fenchurch Street, E.C. 3.

5th September, 1930.

Dear Sirs,

I duly received your letter of the 3rd instant respecting the proposal to increase the bunker capacity of the T.S.S. "RAZMAX" by constructing additional oil fuel bunkers in the space immediately forward of the boiler room, and note from the plans that the seams, butts and boundary bars of the bulkhead plating are proposed to be single riveted instead of double riveted as required by the Rules.

It is observed, however, that the new bunkers are 14 feet in depth only, are efficiently sub-divided by either oiltight bulkheads or wash bulkheads, and a relief valve is to be fitted about 10 feet above the crown of the bunkers.

With regard thereto I am directed to state that in view of the arrangements proposed, the single riveted seams, butts and boundary bars will be accepted in this instance, the consent of the Owners having been obtained.

The plans of transverse bulkheads, fore and aft bulkheads, crown of tank, general arrangement of tanks, details of strong beam, section in way of oil fuel bunker forwarded by you are returned herewith, and I have pleasure in stating that

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provided the arrangements be carried out as shewn and amended in the plans, and to the satisfaction of the Society's surveyors, the same will be approved.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The drawings proposed are in excess of the Rules

The Rules require, however, that the seams and butts

essers. R. & H. Green & Silley Weir, Ltd.,

130-132, Leadenhall Street,

The new bunkers R.C. 3, feet in depth only, and are

A relief valve is to be fitted about 10 feet above

In view of the arrangements proposed, it is submitted

single riveted seams, butts and boundary bars could

accepted in this instance, the Owners' consent having been



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