

COPY OF AIR LETTER.

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

71, Fenchurch Street, E.C.3

7th March, 1951.

Dear Sir,

s.s. "INDIRA" ex "CALCUTTA"

With reference to your letter of the 3rd and mine of the 22nd and 26th February concerning drawings submitted in connection with the above vessel, I have now to inform you that the plan of general pumping arrangement and sketch showing drainage of flat at forward end of hold have been examined and will be approved, provided the arrangements be as shown and amended thereon, and the remaining requirements of the Rules for Pumping and Piping be complied with so far as they are applicable. Two sets of the plan and sketch are being returned to you by airmail printed paper rate.

I should point out that paragraph 48 of the Rules for Pumping and Piping requires that pipes used for draining cargo and machinery spaces are to be entirely distinct from pipes used for filling or emptying spaces where water is to be carried.

Accordingly since the high level suction line is used for pumping out the peak tanks and trimming tank the bilge suction from the cargo hold and Engineers store space should be disconnected from this line and led to the engine room bilge system as now indicated on the plan.

Yours faithfully,

pro Secretary. *R*

F. G. Cooper, Esq.,
MADRAS.



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Lloyd's Register
Foundation

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