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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

Enclosure.

8th January, 1947.

Dear Sirs,

Trawler "HEINI HAVREKI"

The contents of your First Entry report No.21731 are noted, but it is proposed to recommend to the Committee that consideration of the case be deferred pending the receipt of a report stating that a watertight door capable of being quickly closed from the level of the deck, as indicated in my letter of the 31st October last, has been fitted at the bulkhead at frame 33 and that the tunnel between the bulkheads at frames 33 and 43 has been made permanently watertight.

I shall therefore be glad to learn the Owners' proposal for fitting the required watertight door etc, as above, also whether the thicknesses of the shell plating as reported are representative of those obtained by drilling on the port and starboard sides of the vessel so that the notation of S.S.Lth.11,46(Dr.) may be assigned, and whether doubling plates have been fitted under the sounding pipes to the double bottom tanks.

As regards the machinery, the diagrammatic plan of pumping arrangement in the machinery space forwarded with your report has now been examined, and as some points are not clear I return the plan and have to request that you will kindly confirm the following conclusions.

- (1) That the valve chest shown at the top of the plan is a discharge chest, and that the arrow heads shown on the suction from valve "B" should be reversed so that this line should become the discharge from the donkey pump to the tanks. The purpose of the discharge from the valve "A" to the main bilge chest "P" is not understood and perhaps you will furnish your comments.
- (2) That the switch cock "C" is of the open bottom type with one part in plug, the pipe connections being as shown, in red in the inset "X".
- (3) That the switch cock "D" is of the open bottom type with one port in the plug to prevent communication between the sea and the engine room through the bilge

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suction, and also that the connection "E" is an L-ported cock for the same reason.

- (4) That the ejector bilge suction at "G" are led to an open bottom cock having one port in the plug, as indicated, in red, in the inset "Y" in order to prevent communication between the hold and the machinery space through the T-ported cock "H" shown on the plan below the forward bilge chest.
- (5) That the aft peak tank is connected to the sea inlet pipe "K" for flooding purposes and that this sea connection is not led to the engine room aft bilge suction, as shown on the plan.

I shall also be glad to learn what provision is made for draining the aft peak tank since the suction pipe is shown as being blanked off, and further, I have to say that the designations of the water ballast tanks Nos. 3 port and 4 starboard are not understood as it appears there are only four tanks in all forward of the machinery space.

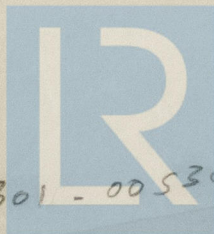
The enclosed plan should be returned with your reply.

Yours faithfully,

Clerk to the
Classification Committee.

The Surveyors,

LEITH.



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