

COPY.

11th November, 1937.

Dear Mr. Dean m.v's. "CHIMU" and CUMBAL".

Many thanks for your letter of the 9th instant.

1. If the tonnage opening bulkheads are retained and the openings are made 7 feet wide, closed with shifting boards, the latter should be supported at the centre by a substantial stiffener secured to the deck and beams, and the boards should be of substantial thickness as required by Rule 51(ii) of the Freeboard Regulations for a <sup>space</sup> of 3'6". The coaming of No. 3 hatchway in the tween deck need only be 9" in height in this case.

2. If the tonnage opening bulkheads are cut away, leaving only webs at the side and a 9'0" portion at the centre, the coaming of No.3 hatchway should be 18" in height.

3. There is no objection to the existing freeing port in the tonnage well being permanently closed by a riveted plate and replaced by a 6" overboard scupper fitted with a screw-down non-return valve controlled from the shelter deck, but the valve must be of automatic non-return type. To comply with Section 29, paragraph 2(c) of the Society's Rules scuppers should be led to the machinery space bilges to drain the shelter tween decks. No scupper pipes should be led to the hold bilges from the tonnage exempted tween deck.

Please send in the C.11 form officially and remember me to Mr. Outram.

With kindest regards  
Yours sincerely,

E.H. Dean, Esq.,  
LIVERPOOL.



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