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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

ENCLOSURE.

20th October, 1920.

Dear Sir,

With reference to your report No.1230 on the Steam Trawler "CINTRA", I enclose herewith a tracing shewing the arrangements forward, as shewn on the original profile of the vessel, and I have to request that you will indicate thereon full particulars regarding the present arrangements and scantlings in the fore peak as the position of the main deck level as shewn on the sketch forwarded by you appears to be incorrect.

You should also state the size of the stiffeners on the fore peak bulkhead.

At the same time I have to point out that before the space forward of the collision bulkhead can be recorded as a ballast tank, it will be necessary for intermediate beams of larger size to be fitted to the tank top, a fore and aft wash plate to be fitted and the collision bulkhead stiffeners, if of sufficient size, to be bracketed. No part of the fore peak was originally reported to have been constructed as a ballast tank and the total water capacity of the tank should be reported

It is concluded it was not considered necessary to drill the shell plating, that the after peak has been examined

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and the ceiling lifted in the bunkers as required for the Special Survey, but you should state if this is so.

The enclosed sketch should be returned with your reply.

I am, Dear Sir,

Yours faithfully,

Secretary.

L.R. Gunner, Esq.,

LISBON.



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Foundation

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13. 10. 20.