

LLOYD'S REGISTER OF SHIPPING,

17 BATTERY PLACE,

NEW YORK February 2nd, 1923.



E. W. Blocksidge, Esq.,
 LONDON.

Dear Ernest:-

I would like to know your opinion on whether it is possible to cut a tonnage opening in a vessel classed "Awning Deck", and of course the usual freeing ports in the tween decks abreast the tonnage opening, scuppers ~~and~~ tween decks, opening in tween deck bulkheads, etc., the same as is often done in a "Shelter Decker", in order to reduce the gross tonnage by the tween deck space. If this is possible in the case of an "Awning Decker", what class would the vessel receive after having the alterations completed.

The vessel I have in mind is the "CHINA MARU", the Superintendent of which has been in this office several times talking about this matter. *Could you give me an idea of about how much the draft would be reduced?*

Kindly let me have as full particulars on this as possible, as there may be several vessels affected.

~~Yours faithfully,~~

~~Yours faithfully,~~

With kind regards,

Yours sincerely,

W. Bennett



© 2021

Lloyd's Register
 Foundation

009182 - 009191 - 0249

48.6
1.10
1944
186
3.8.04

I would like to know your opinion on whether it is possible to cut a compass opening in a vessel classed "Landing Deck".
and to secure structural strength in the two deck areas above the compass opening, and the two deck areas, opening in two deck bulkheads, etc.
The same as is often done in a "Landing Deck", in order to reduce the stress on the two deck areas. It is possible in the case of an "Landing Deck", that class would the vessel vessel after having the all-
regulations complied.

The vessel I have in mind is the "CHINA MARU", the superintendant of which has been in this office several times talking about this matter.
Kindly let me have as full particulars on this as possible, as there may be several vessels affected.

With kind regards,
Yours sincerely,

