

AIR MAIL

4th January, 1945.

Dear Sirs, trawler "CORVINA"

I am in receipt of your letter of the 10th November last and am obliged to you for the remarks contained therein.

Before writing on the subject of the hull, I await the plan of midship section etc., referred to on page 2 of your letter.

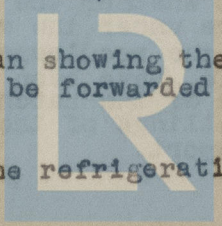
As regards the machinery it is noted you have checked the leading dimensions of the boiler, and of the main engine crank and straight shafting and found them to agree with the plans forwarded, also that it is proposed to test the boiler by hydraulic pressure.

It is concluded that the thickness of the combustion chamber top, side and bottom plates is not less than 17 mm., and that of the back tube plate not less than 19 mm.

On this understanding the scantlings of the boiler as shown on the plan meet the requirements of the Rules in force at the time the vessel was constructed for a working pressure of 12.65 kg/cm.² (180 lb./in².) The boiler is to be fitted for burning oil fuel.

With steam reciprocating engines for ocean going services having cylinders 314 mm., 453 mm. and 758 mm. diameter by 563 mm. stroke, working pressure 12.65 kg/cm.² and screwshaft without continuous liner, the following sizes of shafting meet the requirements of the present Rules, viz:-

Crankshaft	162 mm.dia.	Intermediate shaft	163 mm.dia.
Thrustshaft	163 mm. "	Screwshaft	187.5 " "

Provided, therefore, the working parts of the machinery be opened up and examined and found or placed in good order, the pumping arrangements throughout the vessel be examined and found satisfactory and the oil burning equipment be installed in accordance with the Rules, the machinery will be accepted for a notation of LMC (with date) but without the distinguishing .

It is concluded a plan showing the arrangements of the oil fuel installation will be forwarded for consideration in due course.

The particulars of the refrigerating machinery are noted

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and the installation will be accepted for voyages of short duration provided the installation be opened up and examined, and the remaining requirements of the Rules for Refrigerating Machinery and Appliances be complied with so far as they are applicable. It appears that the refrigerating machinery has not been constructed under the Society's survey and accordingly, provided the installation is completed to the Surveyors' satisfaction, and cooling down tests carried out with satisfactory results, the installation in question will be accepted for the assignment of a notation of Lloyd's RMC (with date)

I am, Dear Sirs,
Yours faithfully,

Clerk to the
Classification Committee

The Surveyors,
BUENOS AIRES.

P.S. With reference to the survey on the hull a First Entry in which all relevant particulars should be inserted, and a Rpt.8, should be forwarded on completion of the 2nd Special No.3, alterations and repairs. It should be stated in the Entry Report whether the strengthening of the vessel forward the structure under the machinery are equivalent to the Rules and whether the requirements of Section 20 of the Rules, as applicable, have been complied with. Full particulars of construction of the hatchways with deck supports in way of and the scantlings of the watertight bulkheads should be furnished with your report.

Lloyd's Register
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