

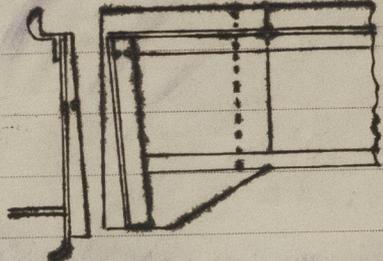
15 SEP 1939

Lloyd's Register of Shipping.

Ship's Name "HELGA MOLLER"

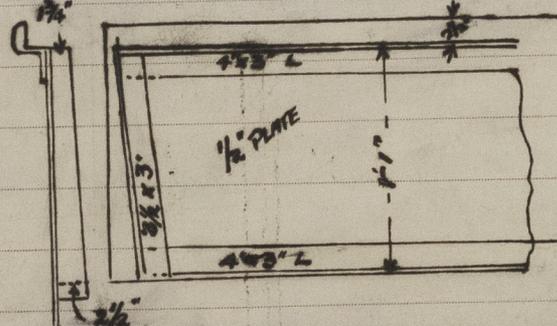
Official No. 171170

Memorandum of alterations reported since ship was surveyed for assignment of Load Lines in Shanghai 26th August, 1938

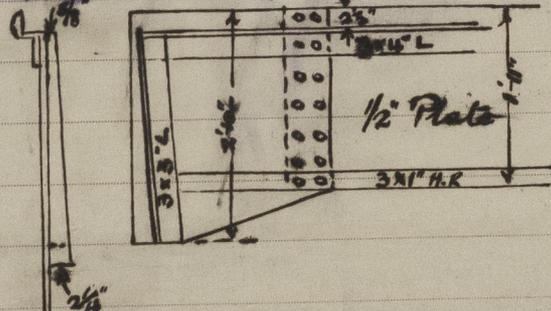
- (1) Doors to engine-room & steering gear house can be operated from both sides.
- (2) Doors at forward end of bridge space can be operated from both sides.
- (3) 20" diameter ventilator on poop & forecastle decks found in good condition, height of coaming is 30".
- (4) All ventilator coamings are over 36" in height and are supported. Efficient means of closing ventilators & air pipes are provided.
- (5) Horizontal stiffeners No.1 hatchway coaming found in good condition. Efficient horizontal stiffeners & stays spaced 10'-0" apart have now been fitted to No.3 hatchway coaming on the bridge deck. Stays spaced 10'-0" apart have been fitted to all cargo hatchways.
- (6) Hatchway beams are of special type and are considered efficient, for particulars see sketch. 
- (7) Bunker hatchways in the bridge space have been fitted with 9" coamings and provided with efficient cleats, battens and one tarpaulin.
- (8) No.6 hatchway in the poop has been provided with one tarpaulin.

Hatch beams:

No.3 & 6 freeboard decks similar.



No.3 Bridge deck, and No.6 Poop Deck similar.



A portable plate is fitted to bulkhead in bridge space immediately abaft No.3 hatchway. One tarpaulin has been provided for this hatchway.

Spacing of hatchway beams of main hatchways are now as follows:

No.1, 6'-2"; No.2, 6'-3"; No.3, 5'-0"; No.4, 5'-9"; No.5, 5'-5".

No.3 on bridge deck 5'-0".

two Shanghai letter 6/11/39
Note! Owners have fitted a heavy steel doors capable of being operated from both sides to the opening at aft end of bridge space.