

COPY

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

21st November, 1947.

Dear Sirs,

S.

M.V. "CONFID"

Before your report no. 30121 receives the consideration of the Committee I have to inform you that the pumping arrangements as reported do not agree with the pumping plan altered by you, and forwarded with your letter of 30.6.47, as follows:-

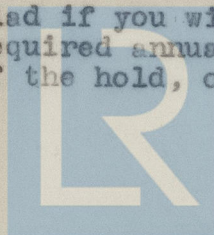
- 1) The fore peak is reported as not being used as a ballast tank, whereas the plan shows a suction and delivery connection thereto.
- 2) The double bottom tank is reported as being in use as a ballast tank, whereas the connections on the plan have been crossed out.

In these circumstances I shall be glad to receive your comments, and to receive answers to the following questions:-

- 1) What are the sizes of ballast connections and air pipes to the D.B. tank?
- 2) How is the fore peak drained?
- 3) In view of your statement that the after peak tank is for drinking water, are the sea water connections thereto still fitted - as shown on the pumping plan?

An amended pumping plan showing the precise arrangements as fitted should be forwarded by you.

I shall be glad if you will advise the owners regarding the required annual internal examination of the bottom in way of the hold, owing to the omission of cement.



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I shall be glad if you will furnish particulars of riveting for the seams of the sheerstrake plating, and for the butts and seams of the poop and forecastle side plating.

It is concluded the diameter of the rudder head is as approved and that the diameter of the steering chains is in accordance with the Rules for the rudder head in conjunction with the radius of the quadrant as fitted, but I shall be glad if you will state if this is so.

Yours faithfully,

Clerk to the
Classing Committee

The Surveyors,
ROTTERDAM.



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