

14th December, 1943.

Contents of your letters of the 2nd and 27th  
have been noted, also your cablegram of the 8th instant.  
This has been amended to: #LOCAL, With freeboard,  
etc, with notation of S.S. No.3-5,43 and  
and record #LMC 4,43 subject as recommended.  
Starboard shaft(new) and Starboard shaft seem 4,43 have also

the double bottom tanks under the machinery spaces  
converted for the use of oil fuel and that the lower  
has been removed as proposed. It is further concluded  
that plating has not been drilled as required for a 2nd S.S. No.3  
and should be the case the results of the drillings should  
be for consideration. In the meantime the notation of  
has been assigned subject to the shell plating being  
at the next Special Survey.

to point out that the reported diameter of 60 mm of the  
on board is the mean diameter at which renewal of the  
is required by the Rules. As, however, no recommendation  
is made in the report it is concluded the actual diameter  
is above 60 mm, but I shall be glad if you will confirm  
so.

It would be appreciated if you will state whether the collision  
has been extended to the shelter deck and the bulkheads  
between decks below reinforced as required by the Rules.  
It will also be so good as to state the number and extent of the oil  
tight bulkheads to be recorded in the Register Book and  
and a sketch on which these are indicated.

See over



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With reference to the renewal of the st  
which it is recommended should be done  
month, I shall be glad to learn in due  
are made for this matter to receive atten



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