

14th December, 1943.

Contents of your letters of the 2nd and 27th
have been noted, also your cablegram of the 8th instant.
has been amended to: #100A1, With freeboard,
etc, with notation of S.S. No.3-5,43 and
and record #LMC 4,43 subject as recommended.
shaft(new) and Starboard shaft seen 4,43 have also

ed the double bottom tanks under the machinery spaces
converted for the use of oil fuel and that the lower
been removed as proposed. It is further concluded
plating has not been drilled as required for a 2nd S.S. No.3
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
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
quired by the Rules. As, however, no recommendation
is made in the report it is concluded the actual diameter
above 60 mm, but I shall be glad if you will confirm
so.

so 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.
will also be so good as to state the number and extent of the oil
watertight 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 s
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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