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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

EC

29th January, 1931.

Dear Sir,

With reference to your Report No. 1448 on the Twin Screw Motorship "PUKEKO", from which it is noted that the boiler room and bunkers have been cleared and a new transverse bulkhead fitted on frame 40 forming an additional cargo hold compartment, I have to point out that as this new bulkhead separates the machinery from the cargo space it is required by the Rules to be watertight and stiffened accordingly. Although the sizes of the stiffeners are given in your report no particulars of the spacing are furnished, nor do you mention whether any horizontal stiffening is provided.

It is concluded, however, that the new bulkhead on frame 40 has been stiffened equivalent to the Rules for watertight bulkheads, but before your report receives the consideration of the Committee I have to request that you will be good enough to confirm that this is the case.

It is also concluded that you satisfied yourself in regard to the construction of the seatings under the motor engines and you should state therefore whether this is so.

At the same time I have to add that in cases of this character it is considered desirable that plans should be

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"PUKHEKO"

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submitted for approval before alterations are commenced, and if necessary a cable would be sent intimating approval or otherwise of the proposed arrangements.

I am, Dear Sir,

Yours faithfully,

Secretary.

W. Richard Smith, Esq.,

AUCKLAND, N.Z.



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Foundation

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