

REC'D NEW YORK SEP 26 1949

Telephone DOuglas 2-0823



# Lloyd's Register of Shipping

215 Market Street

San Francisco



23rd Sept. 1949.

Dear Sir,

M. V. "NELLY"  
S.F.O.RPT. NO. 9371  
ALBINA ENGINE & MACHINE WORKS' DRAWING NO. A-285

I acknowledge receipt of your letter of the 12th instant in connection with the subject drawing and in reply I wish to state that this drawing was made at the request of the Chief Engineer of the vessel after the installation was completed and tested. The drawing was intended as an operating guide for the engine room personnel and not for design or Classification approval purposes and was therefore not forwarded for approval.

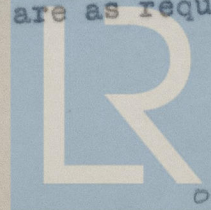
However in reply to the questions enumerated in your letter I wish to state:-

A.-

1. Air and sounding pipes are fitted as required by the Rules.
2. Suitable provision is made for draining No. 2 tween deck and No. 5 lower hold.
3. Ventilation of pipe tunnel is satisfactory.
4. Spectacle blank flanges are fitted to bilge suction for Nos. 1 & 2 deep tanks port and starboard.
5. The oil fuel deep tank suction valves are fitted and controlled as per section XX 7 (b) of the Rules.

B.-

1. No. 4 deep tanks not to be used for dry cargo.
2. Oil fuel drainage arrangements in way of the deep fuel tanks are as required by the Rules.



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Foundation

Principal Surveyor,  
N. Y.  
M. V. "NELLY"  
S.Fo. Rpt. 9371.

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B.- (Continued)

3. Bilge pumps are self priming or automatically coupled to priming pump. ✓
4. All bilge valves are of the screw down non-return type. ✓

I am, Dear Sir,

Yours faithfully,

E. H. Marlborough

PRINCIPAL SURVEYOR,  
New York.

EM:EH



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