

BY AIR LETTER.

9th April, 1949.

Dear Sir,

Motorship "KUMI MEN"

I am in receipt of your letter of the 15th ultimo regarding this vessel, and shall be glad to learn whether the cargo doors which were in place on your second visit to the ship are considered to be satisfactory, and whether the sidelights have also been fitted. With regard to the second paragraph of your letter, I would remark it is understood that the Montreal Surveyors sent you an approved plan of the cargo port doors for this and other similar ships last January, and it is hoped this plan has now reached you. When a satisfactory report has been received in regard to the cargo doors and sidelights for this vessel, she will be eligible, so far as the survey is concerned, for the assignment of her class, subject to the main engine driven salt water cooling pumps being changed at the first opportunity and to the stern tube roller bearings being examined after a period of service not exceeding 12 months, as recommended by the Montreal Surveyors.

The Committee do not, however, propose to assign class or to issue certificates in the cases of the "KUMI MEN", "CHI MEN", "LUNG MEN" and "CHIN MEN" until satisfactory arrangements have been made for the payment of the fees for survey during construction, and the Principal Surveyor for Canada has this matter in hand.

When the fees are paid the "CHI MEN" will be assigned a class of SAL with freeboard, for service on the Yangtze River, Carrying Oil F.P. above 150°F in midship deep tanks, subject to the keel alignment and deformation of bottom plating reported by the Hong Kong Surveyors, being checked at the next drydocking, and to the machinery requirements as given above in the case of the "KUMI MEN". In addition, a note will be made in the Special Reasons List that the aluminium deck houses require to be examined and reported on at every drydocking.

The "CHIN MEN" and the "LUNG MEN" will also be eligible for a similar class when the fees have been paid and when the cargo port doors and sidelights are satisfactorily completed.

The "CHIN MEN" was built by Messrs. Gao & Pavle & Sons Ltd., and the payment of the fees is not in question but a report is required on the completion of the fitting of the cargo port doors and sidelights.

As a result of the report received from Hong Kong, the "SHIN MEN" has today been classed A1 with freeboard, for service on the Yangtze River, Carrying oil P.P. above 150° F in midship deep tanks, subject to the keel alignment and deformation of bottom plating being checked at the next drydocking. The aluminium deck houses should be examined and reported on at each drydocking.

It will be appreciated if you will let me know in due course what arrangements the Owners propose making regarding the fitting of the cargo port doors and sidelights in the cases of "CHIN MEN", "CHING MEN", "LUNG MEN" and "KUEI MEN", (if not already done).

Yours faithfully,

Copy H.Kg.

Clerk to the
Classification Committee.

C. Ritchie, Esq.,
SHANGHAI.



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