

D.O.
COPY.

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

2nd August, 1935.

Dear Sir,

S.

I duly received your letter of the 20th ultimo in further reference to the case of the motorship "BONZO" from which it is noted that the Owner would prefer not to reduce the width of the rudder for its full depth, but to cut away triangular pieces on the after edge at the top and bottom only.

The sketch forwarded by you has been examined, and it is found that the reduction in area proposed is not sufficient to bring the existing rudder head in line with the requirements of the Rules, the existing diameter being still deficient by $\frac{1}{4}$ ".

I shall therefore be glad if you will kindly arrange with the Owner for the rudder area to be reduced to the satisfaction of the Society's Surveyors so that the Rule Requirements are complied with, and may say that the Committee have today assigned to the vessel a classification of 100A1 'Carrying Petroleum in Bulk' "Longitudinal Framing at bottom end at decks" with notation of S.S. No.3 5,35, subject to the rudder area being reduced to the satisfaction of the Society's Surveyors.

As regards the machinery a notation of LMC 5,35 has been assigned subject, as previously arranged, to the screwshaft

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being drawn in and verified at the next dry docking in January, 1936.

The record of 2 D.B. 180 lb. has also been assigned.

Your further remarks regarding the fees charged and the issue of the clean Certificates have been noted and are concurred in.

I may add that a copy of this letter is being furnished to the Society's Surveyors both at Naples and Trieste.

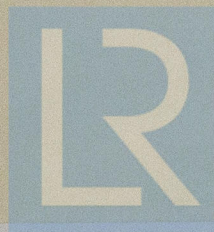
I am, Dear Sir,

Yours faithfully,

Copy Naples
" Trieste.
Clerk to the
Classification Committee.

J.S.Crmiston, Esq.,

GENOA.



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