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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

31st May, 1934.

Dear Sirs,

I duly received Mr. Costantini's letter of the 22nd instant in further reference to the case of the Twin Screw Motor Tanker "BONZO", together with the plans therein advised, and I may say that the case has been very carefully looked into.

It is found that the scantlings and arrangements, with the exception of the rudder, are equivalent to the requirements of the Society's Rules.

The Rules, however, require that, in the case of vessels carrying petroleum in bulk, the diameter of the rudder head is to be increased 10% above the tabular requirements, and that the remaining scantlings of the rudder are to be in accordance with this increased diameter. According to Table 41 of the Rules for the stated speed of 12 knots, the diameter of the rudder head of the "BONZO" should be 11.75" and this diameter increased 10% as a tanker. The rudder head as fitted should therefore be 12.92" in diameter. The actual diameter is 12.2", i.e. .7" less than the Rule requirements. The arms and other parts of the rudder are in accordance with the 12.2" diameter.

In these circumstances I shall be glad if you will be so good as to discuss the question of the rudder with Mr. Cosulich.

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"BONZO".

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with a view to ascertaining what steps can be taken in order that the rudder can be made to conform to the requirements of the Society's Rules.

In the meantime the plans forwarded by you have been retained in this Office.

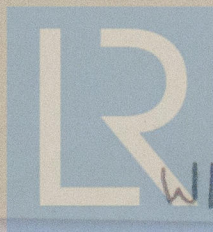
I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,

TRIESTE.



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Foundation

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