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Lloyd's Register of Shipping,

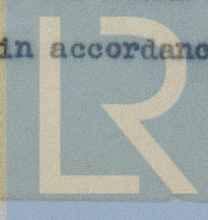
71, Fenchurch Street, E.C. 3.

27th June, 1934.

Dear Sirs,

E. With reference to your letter of the 13th instant forwarding plans, in triplicate, in connexion with the proposed classification of the Motor Tanker "BONZO", I have to acquaint you that the machinery of this vessel will be accepted and a notation of LMC (with date) without the distinguishing mark + assigned, provided the working parts of the machinery be opened up, examined and found in good order, the sizes of shafting be as shown on the plans, the scantlings of the oil fuel settling tanks be to your satisfaction, the boilers be examined internally and externally and found satisfactory, the scantlings of the boilers be in accordance with the plans, and the pumping arrangements be as shown and amended on the plans.

With regard to the plans of pumping arrangements it is concluded that each of the 30 tons per hour lubricating oil pumps is capable of supplying all the lubricating oil required for the main engines when working at full power. Further, the sizes of the air pipes to the double bottom tanks in the machinery space and the means for closing the short sounding pipes should be in accordance with the requirements of the Rules.



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M.S. "BONZO"

It is also concluded that bilge suction are fitted port and starboard in the pump room.

In regard to the arrangement of pipes and fittings on deck you should assure yourselves that there is no connection between the cargo oil pipe lines and the oil fuel pipes.

It is concluded that the working pressure of the starting air receiver does not exceed 40 kg. per sq.cm.

Two sets of the plans are being returned to you, under separate cover, and the third set is being retained.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,

TRIESTE.



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Lloyd's Register
W1044-01975
Foundation