

1925
Nos. 1928

"FAIRPORT" and "FAIRISLE" Rpts. Mob.

It is submitted that in the first place a cable enquiry as under, be sent to Mr. Bennett.

In view of freeboard assigned 13 feet 1 $\frac{3}{4}$ inches, it is concluded tonnage opening ~~has~~ been closed. Please confirm.
Class should be 100A1 with freeboard.

Further to the cable enquiry as above, the Surveyors should be requested by letter, to state whether the tonnage openings in Shelter 'tween deck bulkheads have been permanently closed, and whether they are correct in reporting 7 W.T. Bulkheads extending to the Shelter deck.

It is concluded the thicknesses of the deck plating, abreast the openings, are as approved.

They should be referred to Circular 1284 and requested to state the correct lengths and capacities of the D.B. tanks and the deep tanks in way of the tunnel respectively. It appears that the D.B. terminates at the after end of No.4 hold. They should also state whether the deep tanks in way of the tunnel are intended for oil fuel to be used as bunkers or to be carried as cargo, as in the latter case a suitable notation "Carrying Oil, F.P. above 150°F" will be inserted in the Register Book.

The equipment number, as reported, is incorrect and is estimated to be approximately 46960 which corresponds to the letter d† and not b† as stated in the report.

The tests of the bower anchors as reported are erroneous and the correct tests should be stated.

SD. NYK 4.12.42

6.11.42.



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