

COPY.

12th August, 1918.

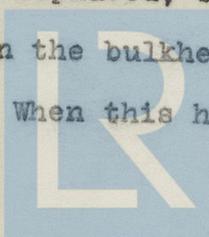
closure.

Sirs,

I have to acquaint you that in March last the Society's Surveyors at Barcelona reported that the requirements of the Special Survey No. 3 have been carried out in the case of the Steam Trawler "MONTSERRAT II".

The Surveyors reported however that as the vessel could not be employed as a Trawler owing to the excessive price of coal, she was to be in the Coasting Trade between Barcelona and Cette to carry wine, and in view of the centre portion of the watertight bulkhead (bulkhead between the fore end of machinery space) between the cross bunker and the fore bulkhead was removed to allow of barrels being carried in the cross bunker.

The Society's Rules require a watertight bulkhead at the fore end of the machinery space, and to enable the vessel to retain her class the centre portion of the watertight bulkhead must be replaced, but if desired a watertight door may be fitted in the bulkhead provided the door can be worked from the deck. When this has been done the



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l will be entitled to the record of Special Survey No.3.
complete the survey of the machinery the screw shaft re-
s to be examined and the spare propeller fitted.

I enclose herewith for your information a copy of
letter dated 30th ultimo received from the Society's
surveyors at Barcelona, and shall be glad if you will ascer-
tain from the Owners and let me know what definite arrange-
ments they propose making for replacing the centre portion
of the watertight bulkhead or fitting a watertight door.

I am, Dear Sirs,

Yours faithfully,

Assistant to the Secretary.

Surveyors,

BILBAO.



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