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H
Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

21st January, 1937.

Dear Sir,

s.s. "HANNE" ex "City of Bradford".

With reference to your letter of the 16th instant, respecting the above vessel, I have to inform you that the proposed pumping arrangements detailed in the Owners' letter of the 11th instant have been noted and are in order.

I have to draw your attention, however, to the following items, viz:-

- (1). Provision should be made for an oil gutterway on the horizontal girder at the hold side of the forward bulkhead, and drain pipes should be fitted for draining this gutterway to the lower gutterway or direct to the bilge.
- (2). The bilge suction pipes led through the double bottom tanks should be of substantial construction and be tested after fitting on board.
- (3). The funnel damper should be removed.
- (4). If bilge suction pipes of lead are fitted in the engine and boiler spaces containing oil fuel tanks or appliances, they should be replaced by pipes of iron or steel.
- (5). The remaining requirements of Section 20D of the Rules (1936-7) should be complied with so far as they are applicable.

It is noted that it is desired to dispense with the fitting of oil fuel settling tanks, in view of the

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s. "HANNE" ex "City of Bradford".

lack of space, and no exception will be taken to the proposal, provided the unit pressure lamps be connected to the high suction in the cross bunker, and water drain pipes with self-closing cocks be fitted to the bunkers in readily accessible positions in the boiler room.

I am, Dear Sir,

Yours faithfully,

Secretary.

J. Corbu, Esq.,

BRAILA.



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