

S.S. "NAVEMAR".

Plan of fore peak tank submitted, in duplicate, by the Marseilles Surveyors.

It is proposed to convert this tank for the carriage of oil fuel and to remove the existing chain locker to above this space. No. 1 double bottom tank is also to be used for oil fuel.

It is submitted the Surveyors be informed that the scantlings and arrangements as shewn and amended on the plan will be approved, provided they be carried out to their satisfaction.

If it is intended to use the space immediately above the tank as a chain locker, ^{the} single riveted seams, butts and boundary bars should be reinforced by electric welding in way of same.

No. 1 double bottom tank will be approved for the carriage of oil fuel, provided complete ceiling be fitted over the tank top. The ceiling should be laid on transverse battens, leaving a 2" air space between the ceiling and the tank top.

It is further submitted the Surveyors be informed by wire, as requested, as follows :-

"Plating and stiffeners fore peak bulkhead approved as
"submitted provided stiffeners spaced 24 inches apart
"semi-box beam fitted at each stringer ~~Existing~~ wash plate
"at centre line between keel and lower stringer retained
"sparring and gutterways on after side bulkhead. If
"chain locker on crown of tank seams butts boundary bars
"electrically welded in way. Number 1 double bottom
"tank approved for oil fuel provided complete ceiling fitted
"on battens as per Rule", Fore peak piping approved subject
"usual conditions.

It is further submitted the plan of oil fuel piping to the fore peak merits approval, provided the requirements of Section 20E of Rules be complied with.

(See separate endorsement re piping.)

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See the
plans
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