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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

11th March, 1937.

Dear Sirs,

E. I am in receipt of your letter of the 8th instant, respecting the pumping arrangements proposed by Messrs. Gebr. Stork & Co. for Messrs. Nederlandsche Scheepsbouw My's Yard No.268, and with regard thereto I have to inform you that no exception will be taken to the proposed method of draining the upper deep tank when it is used for the carriage of dry cargo, provided the valves in question be controlled from a readily accessible position above the load water line. I have to point out, however, that provision should be made for blank flanging these valves when oil or water ballast is being carried in the space concerned.

Further, if it is proposed to carry dry cargo in the lower deep tank, suitable bilge suctions should be fitted in this compartment and arranged as required by Section 20D, Clause 9(b).

It is concluded that provision will be made for draining the upper deep tank into the lower deep tank when both spaces are used for the carriage of water ballast or oil fuel.

I have to add that your remarks regarding

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-2-

Messrs. Nederlandsche Scheepsbouw
My's Yard No. 268.

the double bottom tanks in the engine room and under the
deep tanks are noted and are in order.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,
AMSTERDAM.



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