

Messrs. Nederlandsche Scheepsbouw.

Yard No. 268.

IT IS SUBMITTED the Amsterdam Surveyors be informed 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. It should be pointed 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 suction 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.

The Surveyors remarks regarding the double bottom tanks in the engine room and under the deep tanks are noted and in order.

Mr Watt

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WDA

SRB

J. Mca

[Signature]



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Foundation

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