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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

2 ENCLOSURES

10th June, 1925.

Dear Sirs,

M. I duly received your letter of the 2nd instant respecting the case of the steamer "KUMANOVO", and the contents have been carefully noted.

With regard to the question raised by the Owners as to the height of the collision bulkhead, it is observed that they are unwilling to carry the same up to the uppermost deck as it would interfere with their forward arrangements, and in view of your statement that the openings in the ship's sides are only closed by means of showerproof doors the proposal can, as desired, be re-considered on the basis of the Old Rules for a shade deck vessel, when the collision bulkhead would not be required to extend to the shade deck. As the scantlings and arrangements are slightly below those required for the full class, the class assigned could be 100A1 "Shade deck with Freeboard".

With regard to the revised form 11c forwarded by you I have to request that you will be so good as to report the scantlings of the wood bulkhead, which is fitted between the upper and shade decks 4'-0" aft of the doors in the vessel's

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sides, and also report full particulars of scuppers and freeing ports for the assignment of freeboard.

The approved sketches of midship section and profile are returned for reference, and should be again forwarded with your reply. The other sketch sent has been retained for reference with the freeboard report.

I am, Dear Sir,

Yours faithfully,

Secretary.

N.G. Turnbull, Esq.,

TRIESTE.



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