

COPY.

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

13th July, 1928.

Dear Sirs,

With reference to your report No.17427 on the new steamer "OPORTO" I have to confirm the telegrams which have passed between us to-day, viz:-

Sent.

"Oporto first entry report are amendments shown by you on approved plan pumping arrangement correct stop are after peak suction and number four ballast tank suction and bilge suction from tunnel well and numbers four and five holds connected to same pipe line"

Received.

"Replying your telegram steamer Oporto after peak suction and number four ballast tank suction are connected to same pipe line stop bilge suction from tunnel and numbers four and five holds are connected to same pipe line".

It is concluded that the pipe line to which the after peak suction and No.4 ballast tank suction are connected is a different pipe line to that to which the bilge suction from the tunnel well and Nos.4 and 5 holds are connected, but I have to request that you will make this quite clear. by telegram in the morning.

I am, Dear Sirs,
Yours faithfully,

The Surveyors,

LEITH.



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Lloyd's Register
Foundation

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