

OCK 295.

Lloyd's Register of Shipping,

14, Cross-shore Street,

Greenock, 31st July, 1936.

LLOYD'S REGISTER
RECEIVED
4 AUG 1936
LONDON

1 Plan enclosed.

Dear Sir,

With regard to the heights of the coamings to the pump room and to other companionways for Messrs. Lithgows Ltd's Nos. 886/7 which are being constructed for The British Tanker Co., I herewith submit for the consideration of the Committee plan of houses under forecastle.

In view of the decision on the freeboard assignment for the M.V. "SHELBRIT" dated 21st Nov. 1933, I have requested the Builders to make the coamings of these entrances to the pump rooms, viz:- two in midship pump rooms and one on forecastle front bulkhead, 24" high but they point out that in previous oil tankers, viz:- the Motorships "AMASTRA" and "SAN ALBERTO" these coamings were fitted 18" high and approved. They also point out that if these coamings are increased the size of the door would be reduced from 4'3" to 3'9", which is smaller than that specified by the Owners.

It may be pointed out that similar vessels for the same Owners are in course of construction at Messrs. Harland and Wolff Ltd., Swan, Hunter & Wigham Richardson, and at

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Cammell, Laird & Co.

I shall be glad therefore to know what height of coaming complies with Rule 28 of Statutory Rules & Orders 1932.

With regard to the entrances to the drying rooms under forecastle it is to be noted that it is proposed to fit 18" coamings and watertight doors (as specified) yet it is not proposed to enclose these stairways by steel bulkheads between the upper and forecastle decks.

As these stairways give access to spaces below the freeboard deck, I should be glad to know if it is necessary to enclose them by steel W.T. bulkheads.

I am, Dear Sir,

Yours faithfully,

R Inglis
per m J H.

The Secretary,
LONDON.



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W438-0242 2/2

Referred to the Chief Ship Surgeon.

Handwritten initials

Handwritten signature

Handwritten notes

4 AUG 1938

LONDON.
The Secretary.

Dear Sir,

I am, Sir,

to enclose them when you are at M.I. 21, London.

It is necessary to refer to the Chief Ship Surgeon.

It is necessary to refer to the Chief Ship Surgeon.

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It is necessary to refer to the Chief Ship Surgeon.

It is necessary to refer to the Chief Ship Surgeon.

Yours faithfully,
The Secretary.



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