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## Lloyd's Register of Shipping,

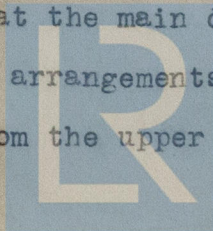
71, Fenchurch Street, E.C. 3.

6th May, 1925.

Dear Sirs,

I duly received Mr. Scorer's letter of the 30th ultimo enclosing a translation of one addressed by the Owners of the s.s. "MALINI" to the Nakskov Skibsværft, together with a translation of one addressed by the latter firm to you respecting the scuppers fitted in the tween decks of this vessel, and in reply thereto I am directed to request that you will be good enough to point out to the Builders that with the arrangements shewn on the sketch forwarded with your letter of the 8th ultimo, namely a non-return storm valve closed at the deck below the superstructure deck by a screw plug, there will be no means of draining the tweendecks, and that to provide efficient drainage as required by the Rules it is considered that scuppers should be fitted leading to the bilges.

The arrangements of storm valves as fitted in the ship will be allowed to remain provided a permanent attachment is made between the screw plug at the main deck and the ship's structure always accessible; or arrangements be made by which the plug could be controlled from the upper deck in the event



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of the ~~twen~~ decks being full of cargo, the operating rods being efficiently enclosed.

It is preferred, however, that the storm valves casing should be removed and the apertures in the ship's sides be closed.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,  
COPENHAGEN.



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