

LONDON
Tanker "LIGONIER".

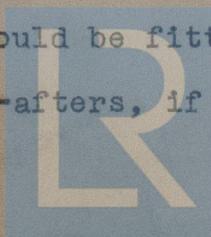
It is submitted the New York Office be advised that their report C.11 on the above vessel has been received, and it is noted that in making the computation the fore-castle has been assumed to be open. On the back page of the report, however, a bulkhead is indicated and this is also shown on the approved plan of profile and decks as having plating .30 inches in thickness, and stiffeners 5" x 3½" x .35" on the wing bulkheads and 3½" x 2½" x .30" at the sides of the passage (which is 6 feet in width), the stiffeners being spaced 30" apart in each case. They should confirm if this is correct and should state the size of the ~~spring~~^{opening} in the bulkhead and the means of closing thereof.

They should also be advised that the approved plan shows the boiler casing to be 12 feet in height, having stiffeners 7" x 3½" x .55" bulbangles, bracketed at top and bottom, and spaced 30" apart. They should verify if this is correct.

For the purpose of completing their report the Surveyors should state the height of the airpipes, whether any side scuttles are fitted in the superstructures and if these are provided with hinged ^{or} portable deadlights, and should verify the figures given for the size, number, area and position of the freeing ports in the forward well, as these figures cannot be reconciled.

They should also state if they are correct in describing the doors in the machinery casings as being watertight doors, in view of the fact that they are secured by hook bolts. If the doors are not watertight their sills should be increased to at least 21 inches in height. It is also considered that the following conditions of assignment should be complied with:-

- (1) A reverse angle should be fitted at the top of each of the hatchway side fore-and-afters, if this is not already the case;



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(2) Efficient means of closing should be provided for the openings of the air pipes and ventilator coamings;

(3) The ventilator coamings 9'-6" in height on the poop deck ^{should} ~~being~~ adequately supported if this is not already the case;

(4) The freeing port area in both the forward and after well ^{should} ~~being~~ increased to at least 60 square feet on each side of the ship (For full compliance with Rule 59(a)(V) of Statutory Rules & Orders 1932, No.96, open rails would be required for half the length of the well, but in view of the height of the trunk it is considered that the above freeing port area will suffice.

A memorandum of the freeboards which could be assigned provided these conditions of assignment be complied with should be sent to the New York Office. They should be advised that these freeboards have been computed on the assumption that a bulkhead is fitted at the after end of the forecastle having a passage at the centre 30 feet in length and 6 feet in width.

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