



Lloyd's Register of Shipping,

18, Burlington Road,

Ipswich, 7th August 1925.



Dear Sir,

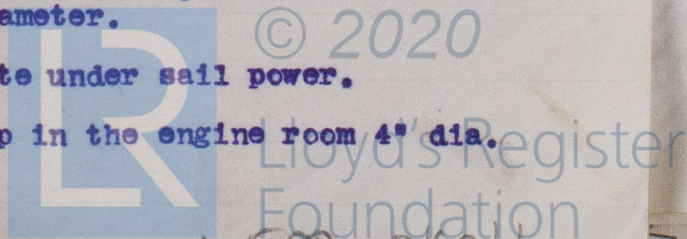
With reference to the conversation over the phone this day, relative to the M.V. "CARGO SHIPPER", I have to offer the following remarks.

HULL.

- 1st. The butts of the keel and sheerstrake plating are double rivetted.
- 2nd. The panting arrangements are as stated in my report and considered satisfactory.
- 3rd. There is not any strengthening of the bottom forward, but the frames in the fore peak are spaced 16".
- 4th. The bulkheads are satisfactory.
- 5th. The rudder post on stern frame is 6"x 2 $\frac{3}{8}$ " as per plan, the dimension given in my report is an error.
- 6th. The length between perpendiculars is approximately 128 feet.

Machinery.

- 1st. A plan of the pumping arrangements was not obtainable.
- 2nd. There is a direct suction in engine room from the Auxiliary pump 2 $\frac{1}{2}$ " diameter.
- 3rd. The vessel can navigate under sail power.
- 4th. There is one hand pump in the engine room 4" dia.



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M.V. "CARGO SHIPPER" (continued)Machinery.

5th. The air receivers are seamless steel, with bottle necks therefore not possible to examine same internally, they were together with the connections examined under full load, and found satisfactory.

6th. No plan of Bruntons oil retaining gland was produced, I think it is shown on the stern gear drawing, I have this day communicated with Messrs. Brunton asking for a plan of same.

I trust that the information is what is desired, and I would respectfully point out that the time I had at my disposal for obtaining the particulars of this vessel and her machinery was very limited, for two nights I was at the vessel until 9-30.

I am, Dear Sir,

Yours faithfully,

A. E. Farminer

The Secretary,

LONDON.



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W598-0162 1/2

W598-0112 1/2

Referred to the Chief Ship Surveyor,
and the Chief Engineer Surveyor.

TAM.

-8 AUG 1925

urgent

10/8/25

It is submitted that the scantling and arrangement indicated on the
bottom plan of the vessel (which have had to be re-examined,
in view of the widespread differences from those previously indicated on the plans)
are satisfactory and could be approved for the 100 A1 class.
His conclusion is that both the beams and half beams are of angle section, and that the
scantling, join for the half beams and vice versa, also that the condition
of the bottom forward is satisfactory and requires any additional
strengthening necessary at this point. *10/8/25*

Mr. Farriner has been communicated with by 'Phone, and the matter is now
in order *10/8/25*

LONDON.
THE SECRETARY.

of case to

communicated with Messrs. Blyth & Co. Ltd. for a
copy of the plans and specifications of the vessel.
The plans and specifications of the vessel are being
examined by the Chief Ship Surveyor and the Chief
Engineer Surveyor.

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