

15th March, 1949.

Dear Sir,

With reference to your telephone conversation with Mr. Beveridge regarding the Motorship "FAMAGUSTA", and to the document entitled "Description of Vessel" furnished by the Treasury Solicitors to the Society's Solicitors, I am requested to refer you to the Paragraph headed "Bilge and Ballast Pumping Arrangements" on Page 4 of this document, and to acquaint you that in amplification of his report Mr. Sellex states that the 40 ton/hr. bilge and ballast pump situated on the deck of this vessel was driven by an internal combustion engine, the other two pumps used for bilge services, one forward and one aft in the engine room, being electrically driven and having a capacity of 70 tons/hr.

Further, the bilge main and the ballast main were both situated outside the hatch trunkway.

Yours faithfully,

-. Hawkins, Esq.,  
Marine Safety Division,  
Ministry of Transport, W.I.

pro Secretary.

W 992-0074