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3rd November, 1949.

Dear Sir,

S.S. "I E R E"

I am in receipt of your letter of the 25th October enclosing plans in connection with the alterations proposed to be carried out to the above ship, and note your remarks.

The sketch of hatch coaming has been examined and in addition to the fitting of the new coamings, further reinforcement will be required as follows:-

No. 1 Hatch. The end coamings should be supported by deep brackets lapped on to the trunk side stiffeners in way. These stiffeners should be reinforced by reverse angles. Where the upper edge of the centreline bulkhead has been cut away, this should be fitted with a fore and aft stiffener.

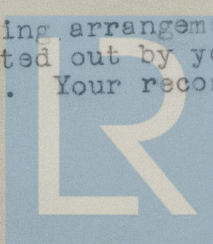
No. 2 Hatch. Deep brackets should be fitted to support the end coamings in a similar manner to those at No. 1 Hatch. In this case, as the centreline bulkhead has been entirely cut away, vertical stiffeners should be fitted at the centreline under the end coamings to stiffen the cut edge of the centreline bulkhead plating.

With regard to the end coamings of both hatchways a stay will be required at the centreline, and the bottom edge of the side coamings should be flanged or fitted with a half round moulding.

Plans of the above alterations together with particulars of the spacing and scantlings of hatch webs, thickness of hatch covers etc. should be submitted for approval.

It is presumed that ceiling will be laid over the open floors. As stated in my letter of the 30th September, all necessary repairs should be effected conjointly with the alterations if the ship is to remain in class.

The proposed bilge pumping arrangements for Nos. 2 and 3 holds are noted but as pointed out by you to the Owner they are not such as could be accepted. Your recommendations in



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connection with the pumping arrangements are concurred in, with the exception that two pumps in the pump room should be connected to the bilge system for draining Nos. 2 and 3 hold. The bilge line in the holds should be fitted in a position where it can be satisfactorily protected against damage.

A plan showing details of the pumping arrangements should be submitted for consideration.

Yours faithfully,

Secretary.

J. C. Cubitt Esq.,  
PORT-OF-SPAIN.



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