

Lloyd's Register of Shipping

X

TELEPHONES:

Office - 8881
Home - 8029

c/o GEO. F. HUGGINS & CO., LTD,
PORT-OF-SPAIN,
TRINIDAD, B.W.I.

REFERENCE:

CC:mv

RECEIVED

31 OCT 1949
3/11
ANSD

25th October, 1949.

The Secretary,
Lloyd's Register of Shipping,
London, E.C.3,
ENGLAND.

2 plans

Dear Sir,

Reference recent correspondence in connection with alterations to s.s. "IERE", I enclose herewith drawings showing alterations to that vessel including proposed bilge pumping arrangements.

Regarding hatch coamings, the previous ones fitted by the Owner have been cut off and it is proposed to fit coamings as per attached sketch which, I think, will meet Rule requirements.

The Owner informs me that there is no 7/16" plate available here and I have instructed him that the next largest size should be used in that case.

Referring to the drawing, the bulkhead in what was No. 1 cargo tank has been left intact except at top, which has been cut approximately 1 foot below deck. The deck has been cut one frame space aft of forward bulkhead and hatchway extends for 12 feet aft and is 12 feet wide.

Hatchway in way of No. 2 and 3 Cargo Tanks starts at deck beam No. 7 and extends aft for 22 feet and is 12 feet wide. The old bulkhead between Nos. 2 and 3 Tank has been cut out in way of hatch, only the sides remaining for width of 8 feet (below summer tanks). The fore and aft bulkhead in above tanks has also been removed clear of hatchway for length of 22 feet. No additional stiffeners or hold pillars have been fitted.

Regarding the pumping arrangements, I have informed the Owner that his proposal for pumping bilges in cargo holds does not comply with the Regulations. As will be observed from the drawing, it is proposed to pump the bilges in No. 2 and 3 Holds through the existing No. 1 cargo line port side, the starboard side having been removed and blanked off. The port and starboard oil cargo pumps will be used as bilge pumps and are fitted with cross connections and will discharge starboard through the deck. The existing gate valves in pipe lines will be left as is. I have pointed out that the valves on bilge lines will

25th October, 1949.

be accessible when vessel has cargo in holds, that they should be return valves etc..., but he has asked me to get your views on his proposal.

I would recommend that the existing bilge pump in pump-room be supplied up with suitable connections for pumping out No. 2 and 3 holds in the regulation manner. The existing General Service Pump in No. 1 hold is already connected for pumping that bilge. The pumping arrangements in Engine and Boiler room are not affected by above alteration.

The cargo winches serving Nos. 1 and 2 holds have been placed on top of existing tank lids where they will be reinforced by a half inch thick bed-plate with channel section support at centre.

I may say that the present Owner is now trying to sell the vessel on account of high cost of repairs and I understand he does not mean to retain the vessel in Class.

I shall be glad to have your views on above items by return air

Yours faithfully,

J. C. Abbott

Surveyor to Lloyd's Register of Shipping



© 2021

Lloyd's Register
Foundation

0106 2/4

Presented to the Chief Ship Surveyor
and the Chief Engineer Surveyor. — Copy

Referred to Mr. Perris. X.

31/10/49
(also copy to
78D 31/10/49)

Inglis

RJ

RECEIVED BY THE CHIEF ENGINEER SURVEYOR

RECEIVED BY THE CHIEF SHIP SURVEYOR

The undersigned has the honor to acknowledge the receipt of your letter of the 24th inst. in relation to the proposed alterations to the hull of the vessel "The [unclear]" and in reply to inform you that the same have been referred to the Chief Engineer Surveyor and the Chief Ship Surveyor for their consideration. The Chief Engineer Surveyor has advised that the proposed alterations are in accordance with the rules of the Board of Trade and that the Chief Ship Surveyor has no objection to the same being carried out. It is therefore recommended that you should proceed with the alterations as proposed.

I am, Sir, very respectfully,
Your obedient servant,
[Signature]

22th October, 1848.

