

Lloyd's Register of Shipping

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Office - 8881
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c/o GEO. F. HUGGINS & CO., LTD,

PORT-OF-SPAIN,

TRINIDAD, B.W.I.

REFERENCE:

CC:mv

RECEIVED

31 OCT 1949

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 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 or 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 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

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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 coupled up with suitable connections for pumping out No. 2 and 3 holds in the regulation manner. The existing General Service Pump 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 at top of existing tank lids where they will be reinforced by a half 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



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Lloyd's Register
Foundation

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Referred to the Chief Ship Surveyor
and the Chief Engineer Surveyor. — *copy*

Referred to Mr. Perris. *X*

31/10/49
*(also copy to
ZBD 31/10/49)*

Inglis

RJ

RECEIVED BY THE CHIEF ENGINEER SURVEYOR

RECEIVED BY THE CHIEF SHIP SURVEYOR

I shall be glad to have your views on these items. — *X*

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22nd October, 1949.

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