

assigned, a  
now verified

ELEGRAMS, SURVEYOR

# Lloyd's Register of Shipping,

Marine and Fisheries Department, Custom House.

ST. JOHN'S, NEWFOUNDLAND.

20th July, 1927.

Reference.  
S.

LLOYD'S REGISTER  
RECEIVED  
4 AUG 1927  
And 12

Sir,

I have to acknowledge receipt of your classing letter of the 1st instant:-

1438. "MALAKOFF". Please see my letter of June 20th.

1443. "SEBASTAPOL". Deferred for completion of Special Survey No. 2., but assigned notation of LMC. 6,27.

The reason for the Owners reducing the height of the coamings and fitting additional hatchways was that unloading might be carried out as quickly as possible, it being the Owners' intention to run cargoes of liquor into United States ports during the night, unload, and be out again before daylight.

The vessel is not now "Coasting", but engaged in deep sea work, and in my opinion the hatch coamings should be as required by the Rules, 24 inches in height.

The engineroom bilge pumps were examined, but not the deck pumps.

I am, Sir,

Yours faithfully,

The Secretary,  
London.

*D. M. Macfarlane*  
Surveyor.



Lloyd's Register  
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Referred to the Chief Ship Surveyor.

Also for Mr. S. A. Hill to note.

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London.  
The Secretary.

deck beams.

The engineering plating beams were examined, and not the  
rest of the hull as it was in places in places.

see work in the middle of the hull. The main scaming should be as  
the vessel is not now a cargo ship, but engaged in deep

water the night and day, and the deck beams should be  
inspected to see whether they are in good order.

might be better on the bottom as it is possible it being the same  
condition as the other parts of the hull.

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the vessel is not now a cargo ship, but engaged in deep

water the night and day, and the deck beams should be  
inspected to see whether they are in good order.

-: instant for sent to

I have to acknowledge receipt of your covering letter



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1927 AUG 11 1927

DIAGNOSTIC REPORT

Shipping to various R & S

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