

011057-011061-0161

ADV. 6320.
ADV. 6329.
ADV. 6391.

Lloyd's Register of Shipping,

201, Tower Building,

Liverpool, 3. 4th. March, 1943.

Dear Sir,

"MONARCH OF BERMUDA".
Reassignment of Freeboard.

With reference to the freeboard assignment letter reference "M", dated 3rd. February, 1943, the following particulars were noted on the above vessel:-

FREEBOARD DECK is "C" deck.
BULKHEAD DECK is "D" deck (2nd. deck).

Overboard Scupper & Sanitary Discharges.

- (1). From spaces above "C" deck - fitted with storm valves at ship's sides. ✓
- (2). From spaces between "C" and "D" decks - fitted with one automatic non-return valve to each discharge at ship's sides and not controlled from above "C" deck. ✓
- (3). From spaces below "D" deck - fitted with screw down automatic non-return valves at ship's sides and controlled from above "D" deck and not from above "C" deck. ✓
- (4). From sewage tanks - fitted with screw down non-return valves controlled from above "D" deck (except for 2 discharges P. & S. sides of engine room which are controlled from above "E" deck), and not from above "C" deck. ✓

Overboard discharges as above are generally at approx. the 25'0" waterline, and are immersed at the present load waterline of 27'0 $\frac{3}{4}$ " with summer freeboard of 16'5 $\frac{3}{4}$ ", and would be further immersed at the proposed new position of disc with freeboard of 15'2 $\frac{1}{4}$ ".

It was observed that the lowest tier of side scuttles are of the opening and swivelling type with deadlights of substantial construction, estimated position at about 2'0" above the proposed new load water-line and these are considered satisfactory for the new condition.

I shall be glad to know if it is considered essential that the foregoing discharges should all be modified to fully comply with convention requirements i.e. extended spindles as the means of closing of valves operated from above the "C" deck level.

The Secretary,
LIVERPOOL.

Yours faithfully,

Thos. J. Roberts

P.T.O.

P.S. The vessel is going on a short term voyage and is expected to return in a few weeks time.

REPAIRS TO THE FREIGHT LIFTING MACHINERY
With reference to the freight lifting machinery letter of 19th February, 1943, the following particulars were noted on the above vessel:-

WRECKAGE DECK is "C" deck.
WRECKAGE DECK is "D" deck (2nd deck).

Overboard Discharge & Slop Discharge

(1) From spaces above "C" deck - fitted with storm valves at ship's side.

(2) From spaces between "C" and "D" decks - fitted with one automatic non-return valve to each discharge of ship's side and not controlled from above "D" deck.

(3) From spaces below "D" deck - fitted with screw down automatic non-return valves at ship's side and controlled from above "D" deck and not from above "C" deck.

(4) From spaces below "D" deck - fitted with screw down non-return valves controlled from above "D" deck (except for 2 discharges at 2 sides of engine room which are controlled from above "E" deck), and not from above "C" deck.

Overboard discharges as above are generally at approx. the 25'0" waterline, and are immersed at the present load waterline of 27'0" with summer freeboard of 18'6", and would be further immersed at the proposed new position of the waterline of 18'2".

It was observed that the lowest list of the vessel was 10° of the opening and swivelling type with bearings of the vertical construction, estimated position at about 20° for the new condition.

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