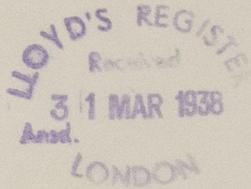


# Lloyd's Register of Shipping,

Ocean Chambers, Lowgate,

Hull, 30th March, 1938.



Dear Sir,

With reference to your letter of the 24th instant regarding the motor ship "COXWOLD", our report No.48713, the dimensions of the suction in the machinery space of both main bilge and auxiliary pumps are, two at 3" connected to the main bilge line and two at 3½" connected direct to the pumps. It is regretted that these particulars were omitted from the report.

With regard to your further enquiries:-

- (1) The starboard bilge suction in the hold is provided with a non-return valve situated in the master valve chest.
- (2) The forward end of the machinery space is considerably congested with pipes and it was not found practicable to connect straight tail pipes from the mud boxes. The after end of the machinery space has been cemented up at the Owners request to allow bilge water to drain towards the forward end of the engine room, and in consequence the bilge suction have been placed further forward than shown on the plan originally approved and are in the vicinity of the after end of the engine, and in this case also it was not found practicable to have straight tail pipes. The bilge suction pipes leading direct to the bilges are made in short lengths so that they can be easily removed and refitted with strums at the lower end.
- (3) The size of the bilge suction pipe No.36 is 3½" and not 3", the latter figure being inserted by error in the drawing office.

We are, Dear Sir,  
 Yours faithfully,  
 The Surveyors, Per:-

The Secretary,  
 LONDON. E.C.3.

011079-011088-0216

*[Handwritten signature]*

Referred to the Chief Engineer Surveyor

*[Handwritten signature]*

61 MAR 1938

*[Handwritten initials]*

The undersigned, being the Chief Engineer of the vessel, do hereby certify that the above particulars are correct and true to the best of my knowledge and belief.

At the time of the survey, the vessel was found to be in compliance with the provisions of the Merchant Shipping Act, 1924, and the Regulations thereunder. The vessel was found to be in compliance with the provisions of the Merchant Shipping Act, 1924, and the Regulations thereunder. The vessel was found to be in compliance with the provisions of the Merchant Shipping Act, 1924, and the Regulations thereunder.

(S) Chief Engineer

(L) Master



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