

AIR MAIL.
Enclosure.

8th September, 1949.

Dear Sir,

S. With reference to the reports of first classification held on the Motorships "NELLY" and "ANNA SALEN", received from San Francisco and Baltimore respectively (Reports Nos. S.Fo 9371 and Bal.8807) we find that in the case of the "NELLY" the San Francisco Surveyors forwarded a diagrammatic plan of the General Pumping Arrangement. As this did not appear to have been checked in your office, it was examined by the Engine Plans Department here, who have made the following notes thereon, namely:-

- ✓ 1.) Air and sounding pipes to be as per Rules.
- ✓ 2.) Provision to be made for draining No.2 'Tween deck and No. 5 lower hold above deep tanks.
- ✓ 3.) Ventilation of pipe tunnel to Surveyors' satisfaction.
- ✓ 4.) Spectacle blank flanges to be fitted to bilge suctions for Nos. 1 and 2 deep tanks port and starboard.
- ✓ 5.) Oil fuel deep tanks, suction valves to be fitted and controlled as per Section XX Cl. 7 (b)

In addition to the above it is concluded that:-

- ✓ 1.) The No. 4 deeptank will not be used for the carriage of dry cargo.
- ✓ 2.) The oil drainage arrangements in way of all oil fuel deep tanks are in accordance with the requirements of the Rules.
- ✓ 3.) All bilge pumps are of self-priming type.
- ✓ 4.) All bilge valves are of screw down non-return type.



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Accordingly the plan is returned and I shall be glad if you will investigate the matter and confirm that the arrangements on the ship are in agreement with the above notes and that our conclusions are accepted.

I have to add that the plan of oil fuel pumping arrangement has been examined and is approved. Perhaps you will be good enough in your reply to let me know why these plans were not submitted for approval to your office in the first instance.

These reports are still awaiting confirmation and I shall be glad if you will give the matter immediate attention.

Yours faithfully,

Clerk to the Classification
Committee.

The Principal Surveyor,
NEW YORK.



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