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13th July, 1937.

MALMO.

1587. "TRITON". Before this case receives the consideration of the Committee I have to request that you will be good enough to forward a copy of Mr. Townsend's letter of the 21st May last, and in view of the plan of the new deep tank having been, apparently approved for the carriage of vegetable oil you should state the reason for the recommendation appearing in your report and certificate B, for the notation "Fitted for carrying oil 6,37 F.P. above 1500F in deep tanks and tanks in way of tunnels. In this connexion I think it well to point out that the latter tanks were stated on your First Entry report, Malmo No. 999, to be used for the carriage of oil used as fuel for the ship and no reference is made to them being also available as cargo oil spaces. I have, however, further to state that the details of the pumping arrangements



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given on your report have been noted. It is concluded, however, that whilst the arrangements of the oil fuel and cargo oil pipes are similar to those on the motorvessel "TITANIA", provision will also be made for:-

- (1) Blank flanges to the bilge suctions to each section of the deep tank situated between frames 87/99.
- (2) Means for sounding, draining and ventilating the deep cofferdam between the port and starboard sections of the deep tank,

I shall be glad if you will confirm this and at the same time state whether it is intended to carry water ballast in the new deep tanks.



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