

communications to be addressed
SURVEYORS,



Lloyd's Register of Shipping,

Union Bank Chambers,
230, Chapel Street, Salford,

Manchester, 18th December, 1931.

LLOYD'S REG.
RECEIVED

19 DEC 1931

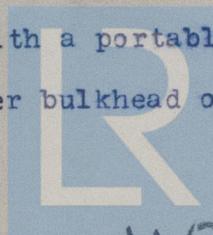
Ans. 21.11

LONDON

Dear Sir,

In reply to the enquiries contained in your letter of the 16th instant respecting our report C11 of the s.s. "GRACEFIELD" we beg to state that (1) the shifting boards closing the openings in the poop front and forecastle bulkhead extend to the full height of the openings in channels riveted to the bulkhead; (2) the hook bolts securing the portable plates closing the openings in the after bulkhead of the bridge do not pass through the bulkhead and the spacing of the hook bolts is eleven inches; (3) the bunker hatchways on the bridge and upper decks and trimming hatchways on upper deck are closed by means of wood covers, with strong cleats and tarpaulins. The thickness of the covers on the bridge deck being 3" and on the upper deck 2½".

We may add that it has now been observed that the openings in the poop front bulkhead on the port side is fitted with channels and shifting boards the full height and that the opening on the starboard side is fitted with a portable plate secured by hook bolts similar to those in the after bulkhead of the bridge.



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Foundation

W398-0073(1/2)

s.s. "GRACEFIELD."

18th December, 1931.

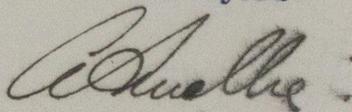
The means of closing the openings of all air pipes in order to comply with the Convention and the manipulating of the hinged steel doors at the forward end of the bridge from both sides has been taken up with the Owners' Superintendent and he is arranging to have wood plugs and canvas covers made for the air pipes and modified dogs for the doors at the forward end of the bridge and states these will be fitted before the freeboard is assigned.

We are, Dear Sir,

Yours faithfully,

The Surveyors.

per:-



The Secretary.

LONDON.



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W398 - 00 73(2/2)

Referred to the Chief Ship Surveyor

19 DEC 1931

Notes:

It is submitted the Owner
has requested to forward a displacement
scale to the purpose of ascertaining the maximum
fresh water allowance for the vessel

S.P.B.
21/12/31

[Handwritten signature]

sent:-

one enclosure.

As per Despatch

19 DEC 1931