

COPY.

Lloyd's Register of Shipping.

71, Fenchurch Street, E.C. 3.

1st February, 1921.

RETAIN

M. Dear Sir,

With reference to Liverpool Reports No. 81744 on the Ex-German Steamer "DELIA", it is observed from examination of these reports that in the holds only one side pillar is fitted to the hatch side coamings of Nos. 2 & 3 hatchways, each of which is 35'6" long. Particulars of the side pillaring in the 'tween decks are not given.

With regard thereto, I have to state that in view of the side pillaring arrangement in the holds, the hatch side coamings of the upper deck at Nos. 2 & 3 hatchways should be reinforced at their lower edges by a bulb angle 9 x 3 x .40 (or equivalent section) fitted with tripping brackets at every second frame and attached by brackets to the hatch end beams, or alternatively, two pillars each side should be fitted to the side coamings of these hatchways.

In regard to the 'tween decks, pillars should be fitted to the hatch side coamings of Nos. 2 & 3 hatchways, immediately above those in the holds. The Surveyors should satisfy themselves that adequate pillaring under the winches &c. is fitted.

From the Repair Report it is noted that no doublings are fitted or stiffening provided to the top sides in way of the well forward, but that adequate stiffening is to be fitted at the first possible opportunity; further, from the First Entry Report it is noted that the deficiency in the equipment is being made up by the addition of 30 fathoms of $1\frac{1}{2}$ " chain cable and 75 fathoms of 5" steel wire.

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As requested particulars of the centre/side and

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It is noted that in the circumstances the Liverpool Committee have assigned the vessel the Class 100A1 (Steel) "With Freeboard", subject to doublings being fitted in way of forward well, 30 fathoms of 1 $\frac{1}{2}$ " chain cable of proper test and weight and 75 fathoms of 3 $\frac{1}{2}$ " steel wire being supplied, and a new port driving wheel being supplied to windlass, these matters to be attended to at first opportunity.

The arrangements in way of Nos. 2 & 3 hatchways should also be as set forth above.

At the same time, it is observed that the indented plating referred to in the Liverpool Repair Report, and damage to bulwarks mentioned in Leith Report dated 25th August, 1920, may be repaired at the Owners' convenience.

I am, Dear Sir,

Yours faithfully,

Secretary.

The Secretary,
LIVERPOOL.

P.S. As it would appear that the vessel is now at your port, the attention of the Owners or their representatives should be called to these matters.



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