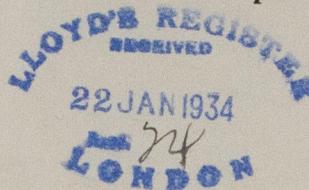




Lloyd's Register of Shipping,

31-32, Oxford Street,

Southampton, 20th January 1934.



The Secretary,

LONDON.

Dear Sir,

S.S. "CULMORE".

We beg to acknowledge receipt of your letter "M" of the 18th inst. enclosing a copy of a letter from the Board of Trade respecting the above vessel. In view of the time that has elapsed since the Survey was carried out we find it somewhat difficult to recall exactly details of the structure of this vessel, but, so far as we are able, the following is in answer to the questions contained in the Board of Trade letter:-

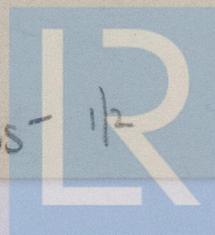
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(1). Double bottom tank suction examined, but unable to state the number in each tank now.

(2). Double bottom tanks pumped up in the presence of the undersigned, but unable to state which particular ballast connection or connections used.

(3). Double bottom tank air pipes were provided with efficient means of closing.

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(4). Unable to recall type of freeing port, but these were all carefully examined and found in order.

(5). Lashings for well and raised quarter deck hatchways were in accordance with the Rules.

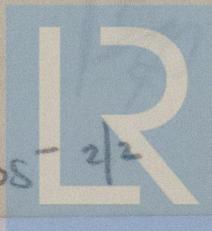
In answer to the last question we have to say that a transverse wood bulkhead was fitted in the hold about one frame space forward of the forward end of the well hatchway as stated. A short middle line bulkhead of steel was fitted at the forward end of the hold and supported the above wood transverse bulkhead at the centre. Apart from this middle line bulkhead and a short one, also of steel, which was fitted under the bridge, there were no other middle line or longitudinal bulkheads in the hold.

We may add that all the above ^{mentioned} items were examined at the time of Survey and found in order.

We are, Dear Sir,
Yours faithfully,

J. Anderson.
pro The Surveyors.

WS80-0008-2/2



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