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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

ENCLOSURE.

18th January, 1934.

Dear Sirs,

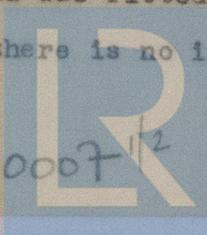
H. With reference to your Report No. 15256 on the Steamer "CULMORE", which vessel has since been lost in the North Sea, I think it well to send herewith a copy of a letter, dated 13th instant, received from the Board of Trade, and to request that you will be so good as to supply answers, as far as you are able, to the questions asked by the Board, including the question of the wood bulkhead forward of the fore end of the well hatchway.

For your guidance I may say with regard to the Board's questions as follows :-

- (1) According to the pumping plan the answer should be "yes".
- (3) Air pipes were reported to be one at 4" and two at 1½", 24" high with snifting holes in top of bend, and fitted with efficient means of closing.
- (4) Freeing ports were reported to be fitted with hinged plate shutters.
- (5) Lashings were reported to be provided in accordance with the Rules.

With regard to the wood transverse bulkhead forward of the hatchway in the well, it would appear that a wood longitudinal middle line bulkhead was fitted in this position when the vessel was built, but there is no indication of a

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"CULMORE".

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transverse bulkhead.

I shall be glad to receive your reply on the various points raised as soon as possible.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,
SOUTHAMPTON.

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