

The Anglo Saxon Petroleum Company's "Curacao Steamers".

"JULIETA"	"MARTINA"	"MARSELLA"	"CONCHITA"
"CARLOTA"	"MANUELA"	"JUSTINA"	"CASANDRA"
"CHEPITA"	"MARIAHA"	"MAHUJA"	"MARTICA"
"MAXIMINA"	"FELIPA"	"MATILDE"	"FRASCA"
"LUCITA"	"BERTA"	"BRIGIDA"	"LISETA"

See endorsement dated 3rd instant, and Secretary's letter of the 8th instant addressed to the Owners.

These vessels were originally classed "With Freeboard", but as will be observed from the above endorsement, the scantlings, taken account of the full loading proposed, are considered equivalent on the whole to the standard of strength represented by the Committee's practice for vessels built on this system of construction.

In view of the above it is submitted the class of these class of these vessels be amended to 100AL Carrying Petroleum in Bulk, etc., without the distinguishing endorsement "With freeboard".

It is further submitted the freeboards the freeboards given on the accompanying form being those required by the Tables merit approval.

As these vessels are registered in Holland it will be necessary for the freeboards to receive the approval of the Dutch Commission. It is therefore submitted copies of the freeboard computations and Form 4 be sent to Mr. Leeuwenburg for issue to the Dutch Commission, and he be instructed to inform them that the scantlings of these vessels have been under consideration and it is found that they are equal to the Society's standard for the full loading permitted by the Regulations. The words "With freeboard" have therefore been removed from the description of the vessels classes, and amended freeboards as given on the accompanying forms have been approved by the Committee.

Mr. Leeuwenburg should arrange to issue Dutch assignment letters to the Society's Surveyor at Curacao.

The latter Surveyor should be advised and instructed to arrange for the markings to be amended. He should then endorse the dutch assignment letters "Freeboards verified and

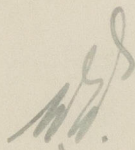
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found correct", sign and date them, and return them, together with the usual verification of marking forms to Mr. Leeuwenburg, the Society's Principal Surveyor at Rotterdam, in order that Dutch freeboard certificates may be issued.

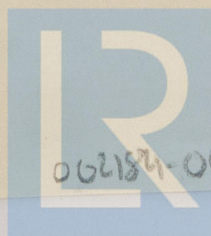
He should also forward copies of the verification of marking forms to this Office. The original freeboard certificates should be returned to this Office for cancellation.

The usual revision fee should be charged in each

case.



11.2.28.



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