MS: „LLOYDREG", ROTTERDAM

COPY

TELEPHONE No. 135355 (3 lines)

Lloyd's Register of Shipping,

united with THE BRITISH CORPORATION REGISTER.

ROTTERDAM, 12th March, 1959.

Westersingel 106, P.O. Box 701

Ex British Zeal

Carriage of Scrap in Tankers,
Secretary's Classn(S) letter dated 6-2-1959,
"BRITISH ZEAL" - "BRITISH ENDURANCE"

Dear Sir,

We have received from Mr.L.Worms, Broker for the sale and purchase of all kind of vessels, a letter stating that as the actual Owner of these two tankers he has sold the "BRITISH ZEAL" to the Nissho Company and the "BRITISH ENDURANCE" to Matsakura in Japan. These two firms seem to be represented in Tokyo by a broker firm named Henderson Trippe Shipping Co.Inc. (Hetriship).

The sale seems to be subject to delivery in Japan by care Worms and in an other letter, which we received today from Mr.Worms, his intention is stated to carry out the following to the ships :

Create between cofferdams and the two pumprooms three blocks of nine tanks by performation of six transverse bulkheads in centre and in wing tanks.

These newly created long W.T. compartments will have one sounding pipe and one bilge suction (existing cargo line) at the after end of each long compartment. Accordingly the ships will have to be assigned a cargo ship freeboard.

The cases have been discussed in our Office with Mr.Worms and we have obtained his verbal agreement to the following further precautions :

Where the bilge (cargo) pipe comes out of a pumproom directly through a bulkhead to its suction, it will be needed to blind off the remaining for the after cargo line, unless it be adequately protected.

In the case of the aftermost tank the fore and aft cargo line cannot be blinded off and will have to be adequately protected.

Furthermore the bilge suctions will have to be adequately boxed in and protected against the cargo of scrap.

Date 12th March, 1959.

It is Mr.Worms' intention to load small scrap in small bunches requiring no bigger holes to be pierced in the deck than 1000 mm. long by 700 mm. wide, between deck longitudinals. These holes to be closed to our satisfaction.

It has been agreed that not only there will be no breaking away of structural parts inside the cargo tanks, but sounding pipes and distance command rods of the various valves in the cargo (now bilge) line, will be adequately protected.

We take it that you will be in agreement with this outlined program, but we shall be pleased to have your confirmation, if possible by telephone, and the new freeboard assignment as a cargo ship at your earliest convenience; as the ship will sail under the Dutch flag.

As regards the longitudinal distribution of this cargo of scrap iron, we have informed Mr.Worms that at an early date we require a proposal for consideration, which could perhaps be done by our Plans Department.

We have made it clear to Mr.Worms,and shall not fail to confirm that to him,that the details of the above arrangement as well as the method of actual loading and distribution of cargo are conditions on which depend the issue of our certificate and that we shall want to survey these.

Yesterday we received from Messrs.Hetriship the following cablegram :

LOUIS WORMS HAGUE GUARANTEED BRITISH ZEAL BRITISH ENDURANCE RESP LOAD 10000 TONS SCRAP PERMITTED BY LLOYDS CUTTING 38 HATCHES HIGHLY APPRECIATE YOUR AUTHENTICATION TELEGRAPHICALLY.

I shall later consider whether to reply to this cablegram or not.

Yours faithfully,

van der Weel

The Secretary,
LONDON.

Mr. van der Weel informed verbally that this is outside Society's province and should not be checked. AHL

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