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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

Enclosures.

29th June, 1925.

Dear Sirs,

M. With reference to Mr. Leeuwenburg's letter of the 19th instant respecting the s.s. "WESTLAND" ex "ZAANSTROOM", I have to inform you that Mr. Gray, representing the United Baltic Corporation Ltd., has called at this Office and handed in plans of midship section and outline profile and decks, and stated that the new Owners desire that the steamer should be classed with this Society.

The scantlings and arrangements have been examined in accordance with the requirements of the Revised Rules, and it is now found that with the exception of the side framing and double bottom the scantlings and arrangements as indicated on the plans are equivalent to the requirements of the Revised Rules.

To make the side framing equivalent to the requirements of the Revised Rules it will be necessary for a web frame to be fitted in the machinery space (or a bunker end could be accepted as equivalent to a web frame) and a web frame to be fitted below the lower deck in the after hold at the after end of the after hatchway, and Mr. Gray stated that the Owners would be willing to carry out this requirement.

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With regard to the strengthening of the double bottom it was pointed out that this could be made equivalent to the requirements of the Rules provided two vertical struts be fitted on each side on each open floor. Mr. Gray demurred to carrying out this requirement on account of the delay to the vessel, but stated that she had ~~already~~ ^{recently} undergone ^{very extensive} bottom repairs and it was thought likely that additional strengthening had been carried out at the time of these repairs.

The plans in question are enclosed herewith as arranged with Mr. Gray, and I shall be glad if you will be good enough to inform this Office as quickly as possible of the actual scantlings of the double bottom as at present in the ship, and also, in view of the last paragraph of your letter above referred to, of its condition.

You should also state the pillaring arrangements at the sides of the hatchways and give the thicknesses of the steel deck plating (excluding the stringer plates which are already given).

I may say that the matter is one of great urgency and the vessel will only remain at your port for a few days, and any additional strengthening required will have to be carried out there.

Mr. Gray is proceeding to your port tonight and will discuss the case with you tomorrow.

The amendments are indicated in yellow pencil on

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the plans, which should be returned to this Office with
your reply.

I am, Dear Sirs,

Yours faithfully,

Secretary.

The Surveyors,

ROTTERDAM.



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