

s.s. "WESTLAND" ex "ZAANSTROOM"

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Dimensions:- 242 x 37 x 18.5 to upper dk.  
25.75 to bridge deck

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This steamer was built by the Rotterdam Dry Dock Co. in 1913 and classed with the Bureau Veritas.

The scantlings were previously examined in 1920 and compared with the requirements of the Rules then in force with a view to classification, but on account of the additional strengthening then required, the question of the classification was not proceeded with.

Mr. Gray, representing the United Baltic Corporation Ltd., has now 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 again been examined in accordance with the requirements of the Revised Rules, and it is now found that <sup>with</sup> the exception of the side framing and double bottom the scantlings and arrangements as indicated on the plans handed in by Mr. Gray 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. Mr. Gray stated that the Owners would be willing to carry out this requirement.

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 of each open floor. Mr. Gray demurred to carrying out this requirement on account of the delay to the vessel, but stated that she had recently undergone very



extensive bottom repairs and it was thought likely that additional strengthening had been carried out at the time of these repairs.

It is therefore submitted that, as arranged with Mr. Gray, the plans of midship section, profile and decks be forwarded to the Rotterdam Surveyors, and they be requested to inform this Office as quickly as possible of the actual scantlings of the double bottom as at present in the ship, to state the pillaring arrangements at the sides of the hatchways, and to give the thicknesses of the steel deck plating (excluding the stringer plates which are already given).

The matter is one of great urgency as Mr. Gray is proceeding to Rotterdam tonight, and as the vessel will only remain at that port for a few days, and any additional strengthening will have to be carried out there, Mr. Gray specially desires that the Rotterdam Surveyors might be informed tonight of the information required and the plans forwarded, so that he will be able to discuss these matters with the Surveyors tomorrow.

*The Surveyors might be informed that the amendments are indicated in yellow pencil on the plans*

29.6.25.

*Plans of the Boilers & Pumping  
arrangements & full particulars of  
the Engines should be submitted*

*Ltr. 19.6.25.*

*Ans. 29.6.25.*

*2 Plans*

*CHS.  
30.6.25*

*Mr. 30/6/25*



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