



All communications to be addressed to  
THE SURVEYORS.

M

# Lloyd's Register of Shipping,

Willemskade, 11<sup>B</sup>,

Rotterdam, 20th January 1939.

(Postbox 701.)

Dear Sir,

With reference to your letter of yesterday's date in connexion with the plans approved at this Office for Messrs. Wilton-Fyenoord's Yard No. 669, Owners Messrs. Halcyon Lyn, Rotterdam, I have to inform you that we have carefully noted the contents of your letter, and have as desired discussed the matter with the Builders in accordance with the various items in the light of the items mentioned under the various paragraphs of your letter, and I may reply as follows :

(1) With regard to the upper deck plating, which is in order I may state that the fillets at the corners of the hatchway are even ~~to~~ to be made larger.

(2) Plating on the second deck adjacent to the machinery casing in way of the coal hatch will not be reduced to 10.5 m/m in thickness but even be increased for wear and tear according to the Owners' specification in the bunkers. Nevertheless it has been arranged that the stringer plate outside the coal hatch will be made 21 m/m.

(3) The coaming of the second deck hatchway will be made 18" above the deck.

(4) The partial deck plating as shown on the detail plan forward of the 3rd deck next to engine room will be extended to frame 74 or 75; this has not yet been decided.

You will notice that at present it goes up till frame 73 and forward of it, it forms the boiler space opening, at frame 73 or frame 74 or frame 75; when it has been decided how far the plating of the machinery space goes a double channel strong beam will be fitted, which will in my opinion answer the purpose.

W290-0110(112)

As regards the following points raised under

(a), the margin connections and also the second deck beam knee riveting will be increased; rivets in margin connexion not exceeding  $4\frac{1}{2}d$ ; beams, beam knees to beam s made in full, rivets increased in number also to frame connexion.

(b) An additional pair of rivets will be fitted in 3 seams of shell plating in the forebody and after body forward *and*-abaft half vessel's length amidships.

(c) Solid floors to every frame will not be fitted as according to the Owners' specification there are 2 side girders fitted in the double bottom. Bulb angles of open floors increased in size but instead of 4, five rivets will be fitted to the struts<sup>s</sup>.

The inner bottom plating will not be increased in thickness but two thicknesses of ceiling are being fitted making total thickness 5".

This is a usual practice with these Owners in their ore carrying vessels.

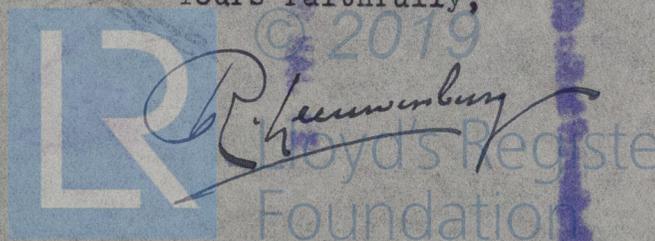
(d) The fitting of 6 x 6 double riveted angles at the corners of the hatchways within the  $\frac{1}{2}$ ~~after~~ length amidships will be carried out, viz. :

at aft end No. 1 hatch, Nos 2, 3 and 4 hatch complete and at the forward corners of No. 5 hatch on the shelter deck.

All the above arrangements have been settled with the Builders to-day and I trust that this will make the matter quite clear and satisfactory.

I am, Dear Sir,  
Yours faithfully,

The Secretary,  
LONDON.



These letters should be forwarded to  
such persons and the appropriate authorities.  
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and should be used as a guide for the  
amount of the tax to be paid. It is not  
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21 JAN 1939

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THE SECRETARY

