

Messrs. Wilton-Fyenoord's No. 669.

It will be observed from the attached endorsement that it was estimated that 1000 tons might be carried in the ballast condition. As this seemed a small amount for a vessel of this size, enquiries were made, and it is now learned from the Owners that 1500 tons will be the maximum amount of coal carried on a ballast voyage. (vs 1500 tons)

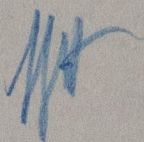
It is clear that with the loading proposed the scantlings of the deck are considerably in excess of the Society's practice, and that therefore this is not a case comparable to that of the "ANGLO AUSTRALIAN".

This vessel is intended to carry ore in the fore and after holds, and the Rules of the Society contain two recommendations which apply to ore-carrying vessels; these are contained in Section 10, Paragraphs 4(b) and 6(b) respectively, and suggest that plate floors be fitted to every frame, and that the thickness of the inner bottom plating be increased. In previous cases, which are however comparatively few in number, two further recommendations have been added affecting the riveting of the shell plating and the attachments of the frames, and this has been done sometimes because of discussions which had taken place with the Builders or Owners on their initiative, or the suggestions have been communicated to the Surveyors. During the last 15 years the total number of such cases is approximately six.

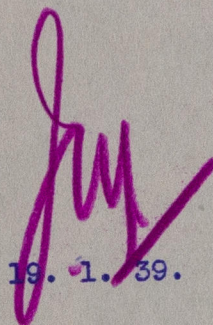
In the present case no approach has been made to the Society either by the Builders or the Owners to discuss the scantlings on the basis of the service on which the vessel is to be engaged, and it seems at least doubtful if recommendations (which will exceed in number those given in the Rules) should be made ^{by official letter} ~~directly~~ to the Owners or Builders. In these

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circumstances it is suggested that Mr. Leeuwenburg might be asked to call on the Builders and to intimate to them that when the Society has been approached in regard to a matter of this kind their recommendations have been as marked in pencil in the statement dated 11th instant.



12. 19. 39.


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