



106, Westersingel,

Rotterdam.

19th August, 1954.

Dear Mr. Sladden,

Upon receipt of your private letter of the 27th ultimo about fire extinguishing apparatus in the newly built m.s. "GRAMSBERGEN" (Groningen report no.968) I have made enquiries at the Netherlands Shipping Inspectorate.

Their criterion for the motor room is different from ours and less logic.

Less than 1000 tons gross and above 300 H.P. they require now 3 extinguishing apparatus at 9 ltrs.each, whilst a fourth one is required when an oil fired central heating boiler is fitted.

An apparatus of 45 ltrs. is required for the motor room of ships of more than 1000 tons gross.

Ships below 500 tons gross would not come under the regulations, but for the horse power exceeding 150.

I learn that the Bureau Veritas accept the Shipping Inspectorate's requirements.

In these circumstances and having regard to the last paragraph of your letter I beg to suggest that the Committee agree to firefighting apparatus in motor rooms of Dutch so called "Coasters" (unrestricted class) according to Netherlands Shipping Inspectorate's requirements, but that at the same time the Surveyors in Holland make their best endeavours to tighten up matters and get one 45 ltrs. apparatus supplied in engine room where more than 650 BHP is fitted.

Rules 500 BHP.

As regards the third paragraph of your letter I have invited the Groningen Surveyors to write to you officially to confirm that the remaining requirements of Chapter F of the Rules have been complied with in the case of m.s. "GRAMSBERGEN".

With kindest regards,
Yours sincerely,

R. J. Sladden, Esq.
London.

00224-002259-0038

Enquire
gl.
9/9/54. //

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