

COPY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

71, Fenchurch Street, London, E.C.3

Telegrams: Committee, Fen, London

Telephone: ROYal 3551 (6 Lines)

RJS

27th July, 1954.

Dear Mr. van der Weel,

The Engine Reports Department have called attention to the fire extinguishing apparatus fitted in the machinery space of one of the typical Dutch coastal motorships built in the Groningen area, viz., the "GRAMSBERGEN" Groningen Report No.968.

On the machinery report they give the apparatus as 4 Firefoams of 9 ltrs. and two engine room hose connections.

According to our printed Rules for a brake horse power of 650 we now call for 2 at 9 ltrs. and one large one at say 45 ltrs., and as the request for the survey of this vessel was made after the new Rules for fire extinguishing arrangements came into force the Reports' Department are asking about the 45 litre fire extinguisher or equivalent in the machinery space, and for confirmation that the remaining requirements of Chapter F of the Rules have been complied with.

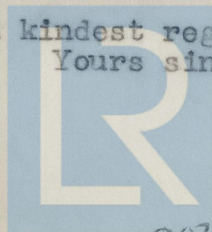
I have little doubt that the apparatus fitted is that which has been supplied to Dutch coasters over a long period of years, but as all signatories to the Convention have agreed to a tightening up in fire fighting, perhaps you would let me know as soon as possible the attitude of your National Authorities to this problem as it applies to this type of ship.

Are they accepting the apparatus supplied in this case as equivalent to our Rule requirements, and are they issuing a Safety Equipment Certificate on this basis?

I think if this were so our Technical Staff would be prepared to agree but they naturally do not want to agree unless the Dutch Authorities are absolutely satisfied.

With kindest regards,
Yours sincerely,

P.H. van der Weel, Esq.,
ROTTERDAM.



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Foundation

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