



Lloyd's Register of Shipping,

LLOYD'S REGISTER

Read 19 JUN. 1925
Ans.

LONDON

3, Steinhoeft,

Hamburg, 17th June, 1925.

Dear Sirs:

In reply to your dressing letter of the 12th instant regarding Hamburg First Entry Report No 16569 on the s.s. "STAD VLAARDINGEN" I have to state that the eight bulkheads in this vessel are stiffened for a height of bulkhead extended watertight to the weather deck and the ~~two~~ deck portions of the bulkheads were arranged to be watertight and are caulked.

Prior to the completion of the vessel tonnage openings were cut in the ~~two~~ deck portions of the watertight bulkheads with the exception of the collision bulkheads and the after peak bulkhead.

In view of these openings being fitted the correct description of the watertight bulkheads of this vessel should be six bulkheads watertight to second deck (deck below weather deck) and 2 bulkheads watertight to upper deck/weather deck.

The Secretary,

LONDON.



Bar, Dear Sirs,

Yours faithfully,

A Chisholm

003240-003244-0080

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25 JUN 1933
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25 JUN 1933

Lloyd's Register



Not only sailor but also not at risk in
severe bordering winter & sudden high tides fast set

out last year I used "HEAT GLASS" glass, a glass in
which the glass is held in place by a metal frame.

It has been tested by the British Standard and
is not to be recommended to shipowners as it is
not safe to use on ships.

It is not to be recommended to sailors as it is
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Referred to the Chief Ship Surveyor

W. D. T. R.

1. Vessel does not
have a ship's name.

19/12/1933

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