

Spare

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17th November, 1950.

Three

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UTTERDAM.

2666, 767, 69, 74, 75, 82, 84, 90, 92, 95, 823, 3132
0, 51, 53, 60. As recommended.

2582 "SANSAO" This vessel has today been classed \otimes 100A- "Crane
ontoon" with notations of \otimes NB 7,50 and "Fitted for oil fuel 7,50
P. above 150°F".

It appears from the plans there are deep ballast tanks at the
fter end of this pontoon, and I shall be glad if you will furnish
he capacity in tons S.W. of these tanks.

2583 "DIRECTOR MADARIAGA" This vessel has today been classed \otimes 100A1
Carrying petroleum in Bulk" with record of \otimes LMC 6,50 (with torsional
endorsement) subject to the lighting fittings in the bridge tween
eck being replaced by approved fittings before the end of December
ext 1951. In this connection, I have to inform you the lighting fittings
nstalled in the bridge 'tween deck do not comply fully with the rule
equirements for flameproof enclosure, notably in respect of the
rovision for cable entry. The rubber bushes used in the fittings in

009780-009789-0291

as these items have been reported, but I shall be glad if you will
confirm this.

Two long
equipment of anchors is 9 grades, and of the cables 7 grades

ROTTERDAM (CONTD)

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question are likely to deteriorate with age but could be considered effective for a limited period.

It is noted that no reference has been made in your Rpt. 13 to this fact and I have to draw your attention to the Official letter of the 16th March last, and subsequent correspondence concerning the fittings in question, and I shall be glad if you will let me know whether there was any special reason why these fittings have been accepted for installation in this vessel.

The Owners should be informed of the above condition of class.

It is concluded the upper stringers in the wing tanks are 660 mm wide as approved, and that the number of bulkheads is 14, and not as these items have been reported, but I shall be glad if you will confirm this.

12754 "IMMANUEL" This vessel has today been classed as 100A1 "For coasting Service, U.K., Bire (excluding West Coast), Channel Islands, Continent between Brest & Lat. 61°N, also the Baltic", subject, and with notations, as recommended by you including S. N. 8,50 and docking date of 8,50. The date of LMC assigned is 8,50.

It is concluded the stream wire, towline and hawsers have been applied in accordance with the Official letter (reference M) dated 9th May last year, but I shall be glad if you will confirm this and furnish particulars.

With reference to the screw shaft sizes on your Rpt. 4b, I have to inform you that the figure of "115 mm. at cone" is not understood, since this dimension would apparently be at about mid-length of the propeller boss (see plan approved in official letter of 9th November 1949). Your comments would be appreciated.

1777 Motor Tug No. "4". This vessel has today been classed as 100A1 "For Towing Services with record of LMC 8,50 (with torsional endorsement) subject to the reversible propeller being examined under working conditions in drydock after a period of service not exceeding 6 months.

786. As recommended.

0281 1/2

p.t.o.

" " " Through Plate or intercostal Plate

" " " Foundation Plate on Floor

140.15

Third Deck, and ships' Angle, E or