

NIGERIA

COPY

EX  
'ORCA' Rpts

17th December, 1949.

Dear Sir,

British Corporation Classed Landing Craft in  
Relation to Dutch Shipping Inspection Zones

I duly received your letter of the 9th December on this subject. The points you raise have received careful attention and it appears that part of the confusion which has arisen over these ships is due to the fact that in the case of the "VINE", which was classed before fusion of the two Societies, the Dutch Authorities assigned Zone 'F' unknown to the British Corporation, Glasgow. This resulted in the ship being allowed to sail to the Azores which is outside the limits of coasting service for which the ship is classed.

On receipt of your letter of the 23rd September it was noted the Dutch Authorities proposed to continue the 'F' Zone Certificate when the permanent repairs were completed, and this was agreed as it was a case of continuing the certificate which had already been assigned. However, it was not realised that this service would take the vessel as far as the Azores.

When the case of the "MARIS STELLA" arose, it was noted in the Freeboard Department that Zone 'F' included the Azores, and as it was realised this was outside the limits of B.C. (Coasting Service), you were informed accordingly.

These craft have now been further investigated, and it is considered that they should be allowed to trade to the Canary Islands but not to the Azores and Cape Verde Islands, for the following reasons:-

- (1) Although the longitudinal and transverse strength are up to the Rule standards for these items, nevertheless the shell plating of 1/2" thickness (although reinforced against buckling by welded flats) is considerably thinner than the Rule requirements.
- (2) The bottom stiffening forward is not fully in accordance with the Rule requirements as regards the fitting of solid floors.



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Foundation

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