

0130 A

27th September, 1949.

Dear Sir,

B.C. Classed Converted Landing Crafts

I have to acquaint you that careful consideration has been given to your letter of the 13th instant on the above. The vessels mentioned, viz. the motorships "ORCA", "DOLPIJN" and "WIEBE" differ from the B.C. coaster "MARVIC" as they have been approved only for the class B.S. "Coasting Service" whereas the "MARVIC" was approved for B.S. "Unrestricted Service",

In cases such as these three, it is the practice as regards freeboard to ascertain the service limits from the Owners and, provided the Society is agreeable, to insert these limits in the load line certificate, or recommend to the Issuing Authority that the certificate should be restricted accordingly. The proposal to restrict the certificates in these cases is therefore in accordance with the Society's practice.

In the case of the "MARVIC" she had been accepted by the B.C. for unrestricted service, and in considering the case in this Office it was felt that in view of the vessel's type, some restriction should be placed on the load line certificate, but upon receipt of the information furnished by you, and in view of the comprehensive nature of the alterations, the matter was reconsidered and it was finally agreed that no further steps should be taken to incorporate any restriction in the certificate.

In regard to the "WIEBE" an examination of the structural arrangements makes it difficult to understand how the bottom panels could be set up locally as much as forty millimetres. The bottom shell plating, according to the plans, is $\frac{1}{4}$ " in thickness, and is stiffened between frames which are only 18" apart by a fore and aft girder port and starboard, and by two $3\frac{1}{2}$ " x $\frac{3}{4}$ " fore and aft flat bars on each side of the ship, making panels of 2'9" x 1'6".

Before making any decision in regard to limitation of service in this case, it is submitted that you should provide the following additional information:-

1. Was heavy weather encountered at time of damage?

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2. Was the cargo evenly distributed, and what were the draughts fore and aft?
3. What are the detailed particulars of the undulations, for example, are the undulations between open floors, or do they extend between solid floors?
4. Do the centre and side girders and double bottom, and also the side shell show signs of buckling?

In some respects the "DOLFIJN" is superior to the "WIEBE" and therefore it would not be in order to make any decision in regard to her class until more details are known of the reported damage on the "DOLFIJN"

Yours faithfully,

C. J. J. J.

Clerk to the
Classification Committee

P.S. Since writing the above I have your letter of the 2 instant on the subject of B.C. classed converted Landing Crafts and in regard to the case of the "WI" have to say it is agreed that in view of the additional stiffening being added at the present time, the line of "F" zone will be acceptable.

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



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