



Lloyd's Register of Shipping,

united with THE BRITISH CORPORATION REGISTER.

ROTTERDAM, 15th August, 1960.

Westblaak 32, P.O. Box 701

reference:

Eng.
Ship

RECEIVED

18 AUG 1960

And

Hydrofoil supported twin screw motor launch
type Aquavit 5/9 "WATERMAN"

Dear Sir,

I have your letter of the 4th instant with reference to your letters of the 24th June and 17th May about this motorlaunch.

Every time we received your letters we have written to Messrs. International Aquavion, but without results.

We knew that the firm was in course of being reorganised and later that Mr.M.A.W.Bos was away from Rotterdam.

Today, however, I had the visit of Mr.M.A.W.Bos, who informed me that International Aquavion has been reorganised into Aquavion Holland N.V. (Riouwstraat 154, The Hague) and that he had today been appointed managing director.

We decided that therefore I could now forward to Head Office the plans for an Aquabuss-120 P (23.20 Metres o.a.,- 120 passengers,- 2400 H.P.) received some weeks ago, which proposal, however, I had for tactical reasons kept back pending the reorganisation.

The plans, load diagram etc. for this Aquabuss 120 P will be forwarded tomorrow per separate mail and separate Ship-letter.

As regards "WATERMAN" Mr.Bos stated that the two outboard Kiekaefer petrol motors are of serial manufacture and that he did not dispose of much information for a data sheet.

mate
ter recd
Ship Dept
18/8/60

Query 2 : Kiekhaefer Corporation U.S.A.- Mercury 78 E.L.

- " 5 : Two stroke
- " 6 : Single acting
- " 7 : six
- " 8 : 2.9/16"
- " 9 : 2.1/8"
- " 14 : 70 S.A.E.
- " 15 : max. 6000
- " 19 : 13"

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1172653

With reference to your Ship-letter of the 7th January last, page 2 par.3,4 and 5, Mr.Bos is sorry to have to say that he is unable to submit plans of crankshaft and gearing and of details of flexible pipes used for the fuel system.

The opening up of the engines could, of course, be done at our convenience.

As regards the bilge draining arrangements referred to in the 4th par. on page 2 I beg to inform you that there exists a small handpump with a suction hose that alternately can be fitted into various compartments, through the sounding plugs.

Mr.Bos has expressed the hope that you will see a way to accept these serial motors on the scant information available. In case this would not be possible, Mr.Bos would be greatly obliged if the Committee would class the hull only.

Yours faithfully,

Alexander Weel

The Secretary,
LONDON.



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