

ROTTERDAM (CONTINUED)26th April, 1957.

42951 "ZUIDERKERK" - This ship has today been classed +100A1 together with the appropriate notations recommended by you.

It is concluded that the anchor cable supplied is of special quality steel, and the hawsers and warps as approved have been supplied, that Section 20 of the Rules has been complied with as regards the carriage of oil for ships use and that the extreme breadth of the ship is 66' 2", but confirmation of these points is desired. Please also let me know the moulded dimensions as required by Circular No. 2051.

A sketch showing the disposition of all tanks for oil fuel, water ballast and fresh water should be forwarded to enable particulars of these to be inserted in the Register Book.

Concerning the machinery please state the number and size of the safety valves fitted to the oil fired donkey boiler, and whether easing gear is fitted, and also the number of exhaust gas blowers fitted to the main engine, as four are reported and certificates for five have been received here.

42950 "BOGG ONTO" - This ship has today been classed +100A1 together with the appropriate notations recommended by you.

I shall be glad to learn whether crankcase explosion relief devices are fitted to the heavy oil auxiliary engines, as required by the Rules.

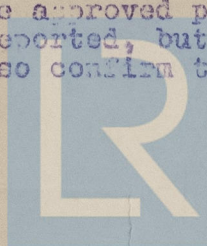
42868 "BENGAWAN" - This ship has today been classed +100A1 together with the appropriate notations recommended by you.

It is concluded that the stiffeners on the fore peak bulkhead are as shown on the approved plan, and the extreme breadth is 46' and not as reported, but your confirmation is desired.

Concerning the machinery I would draw your attention to the contents of the Secretary's letter of the 12th instant, and would be glad to have your confirmation that the Tachometer has been marked from zero to 80 RPM and not zero to 55 RPM as stated in your report.

42869 "BADANGHARI" - This ship has today been classed +100A1 together with the appropriate notations recommended by you.

It is concluded that the stiffeners on the fore peak bulkhead are as shown on the approved plan and the extreme breadth is 46' and not as reported, but your confirmation of this is desired. Please also confirm that crankcase explosion



Lloyd's Register
Foundation

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