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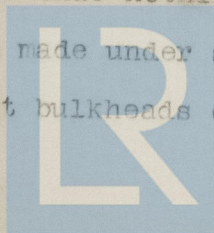
4th November, 1903.

atir,

I send herewith a letter received today from the Fevigs  
rnskibsbugeteri respecting the case of the new steamer  
PLAND", their Yard No.43. I also enclose the sketch of  
profile forwarded with your first entry report No.457 on this  
essel, and I am directed to request that you will state  
whether or not the bulkhead shown in the tween decks at frame  
.70 is a transverse watertight bulkhead extending from main  
spar deck across the vessel from side to side, as in such  
case the two openings reported by you in the tween deck  
tion of the fore bulkhead of boiler space could be  
ommended for the approval of the Committee.

I may point out that the Builders are in error in  
ting that attention was called to these openings by the  
lety's Surveyors at Middlesbrough, as the same were  
orted by you in your first entry report.

I am further to state that nothing is known in this  
ce of openings having been made under similar  
unstances in the watertight bulkheads of classed vessels



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built in this country.

Please return the Builders' letter and the profile plan with your reply, which I shall be glad to receive at your early convenience.

I am, Sir,

Your obedient Servant,

Secretary.

O.C.Sanne Esq.,

CHRISTIANIA.



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have such openings, and it is your Middlesbro surveyor, who have