

COPY.

# Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

Enclosure.

11th July, 1921.

Dear Sir,

S. With reference to my letter of the 27th ultimo respecting the ex-German Steamer "D. A. D. G. 76" now named "CESARIO", I have to acquaint you that First Entry Reports on the hull and machinery of this vessel have now been received from the Society's Surveyors at Hull.

It is stated that the Steamer has proceeded to Holland and is to be placed in drydock at Amsterdam, and as it is concluded that this is one of the Steamers which will be under the management of the recently formed Dutch Syndicate, it is desired that you will arrange for the case to receive immediate attention.

I may say that as regards the Machinery the following remains to be done, viz:- the crank shaft to be lifted and the bearings remetalled; the forward thrust shaft bearing to be removed and the bottom half examined; a donkey pump separate suction to be fitted in the engine room; the forward boiler and its mountings to be examined and all safety valves adjusted under steam to 225 lbs per square inch and the Machinery tried under steam.

As regards the Hull, the survey appears to be complete with the exception of the internal examination and testing of No. 7 ballast tank. As regards the equipment, I enclose herewith for your information a copy of a letter, dated 27th ultimo, received from the Hull Surveyors, from which you will observe that the weights of the three bower anchors have not yet been ascertained. As, however, the Hull Surveyors have been able to ascertain the weights of the stream and kedge anchors, it is thought that it will be possible to find out the weights of the bower anchors by examination of the same; if not, it will be necessary to weigh them so that the question of the figure "1" for equipment may be further considered.

These anchors and cables have apparently been tested by the Germanischer Lloyd, and if Certificates or copies of the original certificates could be obtained, it would facilitate their acceptance, and I shall be glad if you will take the

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matter up with Mr. Brewer, the Owners' Superintendent, who is visiting the ship. It should be observed that the length of cable required is 300 fathoms, and that only 270 fathoms are on board.

I am, Dear Sir,  
Yours faithfully,

R. Leeuwanburg, Esq.,

ROTTERDAM.

Secretary.

P. S. I have since received your letter of the 7th instant respecting this case, and hope to be able to write you further in two or three days.



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