

Lloyd's Register of Shipping.

GRAMS: NYMDIBLE, NEW YORK.

TELEPHONES { 0220
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Lloyd's Register of Shipping,

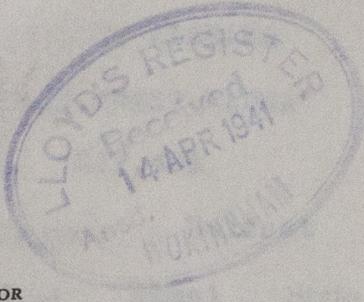
17 Battery Place,

New York.

February 24, 1941



Please address
all communications
on this subject to
PRINCIPAL SURVEYOR



Dear Sir:

"WEST WAUNA"

I am forwarding herewith Mobile Surveyor's Reports C.11, C.11(comp.), Verification of Marking Form and copy of Provisional Load Line Certificate issued to the above named vessel. The C.11 Report have been examined in this office and some comments pencilled on the Computation Sheet.

It will be noted that the openings of the bridge forward and after bulkheads are at present closed with portable steel plates and hook bolts with a hinged steel watertight door inserted therein.

I conclude that under the Convention only 90% of the bridge length should be considered as effective, but it would appear that in any event 1906 Freeboards are more favorable than Convention Freeboards in this case.

This vessel is one of a series built by Northwest Steel Company, and a Convention Summer Freeboard of 6' 5" has been assigned to all these vessels by the American Bureau.

I wish to confirm Night Letter sent to you today in this case reading as follows:

"WEST WAUNA FREEBOARD SURVEY HELD MOBILE C 11 REPORTS BEING FORWARDED"

I am, Dear Sir

Yours faithfully,
W. Bennett
Principal Surveyor
U.S.A. & Canada

The Secretary,
WOKINGHAM

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Lloyd's Register
Foundation

10427-0112

W427-0113

WHITSELL & CO. INC. 100 WALL STREET NEW YORK

NEW YORK, NEW YORK

Lloyd's Register of Shipping

17 Battery Place

New York

February 21, 1914

WEST VYRAN

I am forwarding herewith Mobile Surveyor's Report C. 11, 1914 and the Certificate issued to the above named vessel. The G. J. report have been examined in this office and same contents specified in the Comparison Sheet.

It will be noted that the openings of the bridge forward and other bulkheads are at present closed with portable steel plates and both with a ringed steel watertight door inserted therein. I conclude that under the Convention only 50% of the bridge length should be considered as effective, but it would appear that in any event 1906 bulkheads are more favorable than Convention bulkheads in this case.

This vessel is one of a series built by Northwest Steel Company, and a Convention Survey Report of 61' 5" has been issued to all these vessels by the American Bureau. I wish to contain this letter and the Convention Survey Report as follows:

14 APR 1914

[Handwritten signature]

I am, Dear Sir

Yours faithfully,
Principal Surveyor
L. S. & Canada



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Lloyd's Register Foundation

NORTH WEST STEEL CO.

number

LINE