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15th August, 1932.

Dear Mr. Leeuwenburg,

I am in receipt of your letter of the 13th instant with reference to the freeboard computation for the steamers "SCHIELAND" and "SINT ANNALAND".

It is unfortunate that it was not observed when dealing with the case of the latter vessel that it was a sister to the former. I have looked into both of these cases and find that there are several points on which comment may be made.

With reference to the forecastle, the sketch on the back of the reports does not make the position quite clear, as the sketch on the superstructure plan seems to indicate that the after end of the forecastle deck was straight across, whereas the plans indicate that there is a projection at the centre and that the overhang of deck does not extend to the ship's side.

With regard to the sheer, it was observed in the case of the "SCHIELAND" that the sheers had been obtained from the Builders and that there was a sheer amidships of 19 mm. It was concluded that this indicated that there was a drop in sheer of 19 mm. abaft amidships, and therefore 19 mm. were deducted from each of the sheers reported.

In the case of the "SINT ANNALAND" no mention

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was made of the sheers having been obtained from the Builders and, in consequence, the sheers taken in the computation were based on those originally reported.

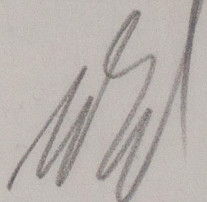
The question of sheer raises a point in regard to the moulded depth. As you are aware, the depth both for classification purposes and for freeboard purposes is required to be measured at the middle of the length and it occurs to me that in these two cases the moulded depth may have been measured at the lowest point of the sheer and not at the middle of the depth as required, and that, therefore, the moulded depth for freeboard purposes should be 19 mm. greater than was stated on the reports. Will you be good enough to look into these matters and let me know ~~eariy~~ as possible so that I may have the whole matter adjusted?

With kind regards,

Yours sincerely,

R. Leeuwenburg, Esq.,

ROTTERDAM.



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