

LENGTH BREADTH DEPTH UNDER DECK
S. S. "CALANDPLEIN" ex "LESREaulx" ex "DEN OF EWNIE".

This vessel is stated to have been sold to Dutch Owners.

The Rotterdam Surveyors have now forwarded a letter in which it is stated that the new Owners desire to convert the vessel into a complete shelter deck vessel so as to get the benefit of deeper loading.

It is submitted the Surveyors be informed that provided the tonnage opening be permanently closed, the freeing ports and scuppers through the vessel's sides be permanently riveted up, new scuppers from the shelter 'tween decks be led to the bilges, and the boiler casing on shelter deck be stiffened equivalent to that of an upper deck casing, the freeboards could be reduced 2'-8".

They should be informed, however, that the tonnage opening in this vessel was closed in 1915, and subsequently restored in 1923. When the tonnage opening was closed in 1915 the Owners, having made certain investigations ^{with the Builders} concerning the stability of the vessel when loaded to the deeper draught, decided that it would not be desirable to load the vessel to this draught, and in accordance with their wishes the increase in draught was restricted to 1'-6 $\frac{1}{2}$ ", giving an extreme summer draught of 26'-11". It is thought the new Owners may not desire to load beyond this draught.

If the alterations are proceeded with the Surveyors should forward full particulars on form 11c, and should state the Owners' decision as to the draught desired.

The approved plans should be forwarded for the Surveyors' guidance, as desired.

*Two Owners should be informed
informed to
clearly as to the position regarding
the stability of Rotterdam.*

SPL

*Mr. Rot 11/4/27
3 plans*

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