

Koninklijke Nederlandsche Stoomvaart Maatschappij,
Amsterdam.

24th February 1927.

Messrs. Lloyd's Register of Shipping,
Rotterdam.

Dear Sirs,

s.s. "Simón Bolívar".

With reference to your letter of the 24th inst. addressed to the Rotterdam Drydock Company regarding the freeboard of the above mentioned vessel, we cannot understand why you want an additional freeboard for this ship when trading in the West Indies.

We think that the vessel with watertight packed steel hinged ~~scuppers~~ before openings in place round Crew's Galley should be considered as a superstructure ship without open well and with freeboard for reduced scantlings.

We take it that we are allowed to have the hinged ~~scuppers~~ open in favourable weather, just as all the other side lights on the same deck, for which no scuppers are being fitted in the cabins.

We agree to a freeboard of about 12'-7" from statury ~~deck~~ ^{deck} line, but do not want a special freeboard for open side lights. 
Should you not agree to the means of closing the openings, we should be obliged to receive another proposal that meets with your requirements for permanently closing the openings of same quality as sidelight with plug.

Hoping to receive an early reply, we are, dear Sirs,

Yours faithfully,

Koninklijke Nederlandsche Stoomboot Maatij.

naval architect

Scheepsbouw. Ingenieur



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Foundation

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