

COPY. for London.

Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

ENCLOSURES.

30th June, 1921.

Dear Sirs,

I beg to return herewith the plans, handed by your Captain J. Westcott to a Representative of this Society, of midship section and general arrangement of the S.S. "BULGARIAN", ex "OTTO KALTHOFF", and to acquaint you that the scantlings and arrangements indicated thereon have been examined and compared with the Society's Rules, and it is found that they are equivalent to the requirements of the Rules. In view, however, of the fact that only four watertight bulkheads are fitted in this vessel, instead of five as required by the Rules, the case received the consideration of the General Committee at their meeting today, and I have the pleasure to inform you that as suitable structural compensation in the form of increased strengthening to the side framing is provided, no exception will be taken to the omission of the bulkhead, subject to a notation being made in the Society's Register Book, on the completion of the survey for classification, as follows:-

"Intermediate bulkhead in the forward hold
dispensed with: 4 E.H. only".

Provided therefore the requirements of Section 48 of the Rules for vessels not built under survey be complied with, and the Society's Surveyors satisfy themselves regarding the panning arrangements, the strengthening of the bottom forward, the scantlings of the bulkheads and tunnel, and a favourable report be received from them on completion of the survey, the vessel will be eligible for the class 100A-, subject to the foregoing notation.

In view of the thickness of plating indicated on the midship section, however, it will be necessary for special attention to be given to the bridge deck plating, and as no spacing of gussets is indicated on the plans, the tank margin connections will also require special consideration. The supports to the hatchway side coamings on the upper and bridge decks will require to be reported upon by the Society's Surveyors, as sufficient information regarding the strengthening of the coamings is not given on the plans.

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The equipment indicated on the midship section is such as could be accepted for the figure "12", but if the figure "1" is required it will be necessary for the Society's Surveyors to report upon the equipment actually on board, and to forward test certificates of anchors and chain cables.

I shall also be glad if you will let me know when arrangements have been made for this survey, in order that the necessary instructions may be given to the Surveyors at the Port concerned.

I am, Dear Sirs,

Yours faithfully,

Secretary.

Messrs. The Westcott & Laurence Line, Ltd.,

5, Fenchurch Street,

E. C. 3.



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