

GRAMMES : LLOYDREG-DUNKERQUE.

TÉLÉPHONE : DUNKERQUE, 17.49

Floyd's Register of Shipping.

FONDÉ EN 1760. REORGANISÉ EN 1834.

RECONNU PAR LA LOI SUR LA SÉCURITÉ DE LA NAVIGATION MARITIME

(ARRÊTÉ MINISTÉRIEL DU 16 JUIN 1933).

M. ADAM,
INSPECTEUR

7, Rue Van Stabel,

Dunkerque, 16th April 1938.

LLOYD'S REGISTER
19 APR 1938

férence

"H"

Dear Sir,

I beg to acknowledge receipt of your letter "H" of the 29th Ult^e regarding the Steamer "MOUNT ATHOS" together with sheet showing the original scantlings of this vessel.

I was at Calais Yesterday and made arrangements for the thicknesses of the ~~the~~ drillings I have recommended be verified on Wednesday next.

Meanwhile I shall be glad if you will be good enough to let me know and give me your enlightenments by return of post on the following points.

A./- Verification of shell plating.

From original scantling sheet sent to me, I understand that where the plating will be found locally wasted, the minimum thickness accepted by Rule requirements should be as follows:-

For Plates: Original thickness: .62.- Minimum thickness: .58. (Bottom and sides.)

For Plates: Original thickness: .44.- Minimum thickness: Bottom: .43

For Plates: ----- d° -----: Sides : .42

No requirements seems to be given regarding plates of .58 thickness

These conditions have been communicated to the Owner who finds as I do, that these requirements are very stringent.

It is quite possible that I have misunderstood the reading of the scantlings, and I shall be glad if you will be good enough to give me your enlightenments, particularly regarding the minimum limit thickness allowed for plates of .62.- .58.- .44. as well for the bottom as for the sides.

Further, I have to point out that in the "C" strake after end, the figure given as .68, appears to be overwritten and I presume it is meant to be .58. Please confirm.
(as for the other strakes).

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P.T.O.

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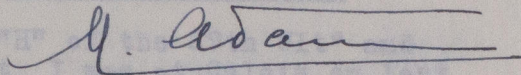
B/- Dry Bottom Tank.

In the course of my survey of this tank, I have found on Starboard side forward end, in the margin plate lower part; One hole 3" diameter closed up by mean of a wooden plug.

The Owner being present on board at the moment, stated that since he owns the vessel, the closing mean this hole has always existed and it would appear that this closing arrangement is known by our Society.- Please advise how this matter should be dealt with.

I remain, Dear Sir,

Yours faithfully,



The Secretary,

LONDON.

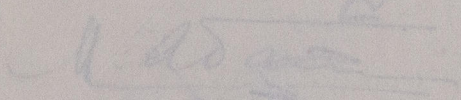
The Owner and his Superintendent have arrived at Dunkerque and have called at my office to-day to discuss matters with me regarding the Special Survey.

It is their intention to carry out at the same time the two years Convention Freshboard Survey.

In this connection and in view of the penultimate paragraph of Circular N°1561 of the 6th Dec. 34 "International Deadline Convention Surveys on Greek ships", I shall be glad to know if in this case the Original Report C.11 will be needed for carrying out the survey, and on which Report Form the survey will have to be reported.

I remain, Dear Sir,

Yours faithfully,



The Secretary,

LONDON.



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W60-00 73(22)

W60-00-14

Referred to the Chief Ship Surveyor.

Kio

As sent 5/4/38

19 APR 1938

Also for Mr. Hill to note

REQUESTING EARLY REPLY

LONDON

The Secretary

[Handwritten signature]

URGENT

URGENT

The vessel being presented on board at the moment, stated that since he could not find the closing men this vessel was always existed and it would be better to have the vessel closed up by the crew of a wooden barge. In the margin of this case, I have found the vessel being closed up by the crew of a wooden barge. In the margin of this case, I have found the vessel being closed up by the crew of a wooden barge.

By Bottom

(S)



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