

5th January, 1948.

Dear Sirs,

I beg to acquaint you that the case of the Motorship "EMPIRE CONLEA" has now received consideration in view of the survey carried out by the Society's Surveyors at Hull in September/October last.

It is noted from the Surveyors' report that the greater part of a Periodical Special Survey has been complied with and to complete this inspection as regards the hull the following items require attention:-

The indented bottom plating and buckled floors (s.s.) as well as the indented or buckled shell and deck plating, framing etc. in way of the starboard hawse pipe, to be permanently dealt with. C strake plates in way of after peak tank to be renewed. Strengthening of the bottom forward to be provided. Scantlings and spacing of poop and forecastle deck beams to be furnished.

To entitle the vessel to the assignment of the figure '1' for equipment the damaged starboard bower anchor, the shank of which is subsequently reported by the Grimsby Surveyors in November last to have been bent, requires to be repaired and retested or a new tested anchor of correct weight to be supplied, the stream anchor to be tested and 45 fathoms of 15/16" diameter chain cable to be supplied.

To complete the classification of the machinery the oil fuel installation requires to be made to conform with the Society's Rules, safety valves to be fitted to the main engine cylinder covers and the governor shaft bevel wheel to be renewed. Machinery and pumping drawings also require to be submitted for approval.

In the meantime instructions have been given for a notation of LOOA- Coasting Service, Great Britain & Ireland & Continent, Brest to Hamburg (Classification Contemplated) to be recorded in the Society's Register Book.

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P.T.O.

I think it well to add that in addition to the damaged starboard bower anchor referred to above the Soci-
Surveyors at Grimsby report, as a result of the survey
carried out by them in November last, that temporary repairs
have been effected to damage through contact with lock to
indented or buckled shell and deck plating, framing etc.
way of starboard hawse pipe and permanent repairs require
to be effected at the first available opportunity.

Yours faithfully,

Clerk to the
Classification Committee.

Messrs. Jeppesen, Heaton Ltd.,
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London, W.14.

See ltr 8/1/48



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