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11th July, 1947.

BOMBAY.

6469,93. EMPIRE THANE. Action has been deferred for repairs on the vessel's arrival in the U.K., and the notations of "Laid Up pending Survey" and "Fuel Oil Storage Vessel" have been deleted.

6476. KILWA. This vessel has been classed 100A- With Freeboard with Docking date 3,47 Bom and notations of "Fitted for oil fuel F.P. above 150°R, S.S. Bom - 3,47 (Dr), subject to indented shell plating (p & s) being dealt with at a convenient opportunity to the Owners. Notations of LMC 3,47, subject to copper oil fuel pipes to burners being replaced by solid drawn steel pipes at the first opportunity, S 3,47 and Classed 3,47 have also been assigned.

I have to request you will furnish the capacity in tons S.W. of the double bottom and peak tanks, particulars of the coating of the inner surfaces of the bottom plating especially in the double bottom under the boilers, the overall length of the vessel and all other particulars which may be required for insertion in the Register Book. It is concluded the bridge side plating has been drilled with satisfactory results, and if so, particulars should be furnished for record purposes. It is further concluded that ample provision for ventilating the new generator space

PTO

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has been made, but you should also state if this is so.

I have also to inform you that it is noted that you recommend a notation of OG, but before this is assigned, you should state the name of the Oil Gland or forward a detailed sketch.

I have to acknowledge the receipt of your letter of the 3rd April last, and to say that it is understood that Mr. Rundle communicated with you by air mail on the 2nd May last, requesting you to complete as far as possible First Entry Reports on hull, machinery and boilers, and to send back plans forwarded to you on the 6th January last. These documents are accordingly awaited.

I would add that the vessel will be eligible for the assignment of the figure '1' for equipment, when the anchors and chain cables on board have been satisfactorily tested.



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