

COPY.

Lloyd's Register of Shipping,

High Close, Wiltshire Road,

Wokingham, Berks.

15th March 1940.

My Dear Norman,

With reference to London Report No. 108298 on the motorship "ALACRITY", I have to say that the Hull First Entry on this vessel has today been before the Committee, and she has been classed 100A1 etc. The Engineer Surveyors are anxious that the makers' test certificates for the two dynamos and the steering motor should be obtained from the owners, and perhaps you will see Mr. Garnett with a view to these certificates being obtained.

Milner found out from the "E" Department that the auxiliaries for this vessel (Newbury Diesel Engines Nos. 727/8), were unclassified auxiliaries for which no report was issued, but the Surveyors here suggest that the London Surveyors might ascertain from the Newbury Diesel Company Ltd. whether these engines, Nos. 727 and 728, now fitted in the "ALACRITY", are duplicates of their engines Nos. 3900E and 4151C Contract No. 720, as fitted in the "SPIRALITY" (Goole S.E. & R. Co. Yard No. 346).

I shall be glad to hear from you on this point in due course.

It may be of interest to you to know that it is intended to place the electrical spare gear on board the vessel at Greenhithe.

With regard to London Report No. 108403 on the "CHRISTOPH V. DEORNUM" now named "EMPIRE COMMERCE", it is concluded the recommendations contained in the rigging report have been carried out, but I shall be glad if you will ascertain and let me know whether this is so. Perhaps, at the same time, you will also let me know whether the Surveyors are correct in reporting the rule size of chain cables $2\frac{5}{16}$ " and mean diameter on board $2\frac{1}{4}$ ", as according to the equipment letter "W"

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~~this vessel requires chain cable $2\frac{1}{16}$ " diametre.~~

With kindest regards,

Yours sincerely,

N. W. Betts Esq.,
LONDON.



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Lloyd's Register
Foundation

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