

COPY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

71, Fenchurch Street, London, E.C.3

Telegrams: Committee, Fen. London

Telephone: Royal 3551 (6 Lines)

20th November, 1951.

Dear Sirs,

Motorship "ORESTES"

Classn(S)

RNC

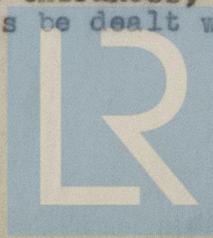
The Committee have now had before them a report of survey held on this vessel at Singapore last August, and it is noted that most of the items requiring attention for assignment of class have been dealt with.

The following items still require attention and it is understood the Singapore Surveyors are in touch with your local Representatives in the matter, namely:-

Bottom Shell plating to be drilled amidships
Shell plates F.2 port and starboard and Nos. 6 and 7 Double Bottom Tank Top plating to be further examined and dealt with as considered necessary.

In explanation I would remark that it was assumed that the No. 5 Double Bottom Tank which at the time of dry docking was almost full to capacity, was used solely for the carriage of oil fuel, and it was consequently not considered necessary to drill the bottom shell plating in way. It has since transpired, however, that this tank may alternatively be used for water ballast, and it has been arranged with your local Superintendent for the bottom shell plating amidships to be drilled at the next dry docking.

Shell plates F.2 port and starboard were found to be below the renewal thickness, and it is recommended these plates be dealt with before full class is assigned.



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The Extended Special Survey is not due in this instance to start until 5,52, and consequently none of the items so far seen has been credited to that inspection. It is considered, however, that an exception might be made in the matter of the drill testing of the shell plating so far effected, and this has consequently been accepted as part of the Special Survey.

The following machinery items have been credited to the Continuous Survey of the oil engines, namely:-

Starboard main engine crank, thrust and
intermediate shafts,
Port forward auxiliary engine,
Steam driven air compressor.
Starboard main starting air receiver,
Sea connections,
Fire and bilge pump,
Daily service tanks.

Yours faithfully,

c.c. Sng.

Assistant Clerk to
the Classification Committee.

Messrs. Alfred Holt & Company,
India Buildings,
LIVERPOOL. 2.



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