

COPY

# LLOYD'S REGISTER OF SHIPPING

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

Telegraphic { Inland: Committee, London, Telex  
Address { Overseas: Committee, London, E.C.3

Telephone: ROYal 9166  
Telex No.: 24305

19th August 1966.

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RNC

Dear Sirs,

Motorship "SIR JAMES CLARK ROSS".

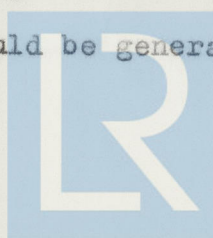
In confirmation of my cablegram to you this afternoon, I would inform you that the Committee will be agreeable to a certificate being issued to this vessel to enable her to proceed under her own power in ballast condition as a classed ship, if she is generally examined in drydock, including selected side and centre cargo tanks, and found or placed in a satisfactory condition for the proposed voyage. The examination should, of course, not be less than that required by Circular 1959.

So far as the machinery is concerned, No.1 condenser water box should be specially examined and dealt with as found necessary - this being an existing qualification of class.

The main engine crankshaft journals and bearings Nos.2,4,6 and 8 port and Nos.2,3,4,6 and 8 starboard are overdue for survey, and one journal and bearing of each engine should be opened out with the remainder checked by crankshaft deflections.

Any auxiliary and Press boiler which is to be used should be surveyed throughout and the safety valves adjusted.

The Steam pipes should be generally examined.



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If the wear down of both shafts are found to be satisfactory, the shafts need not be drawn, provided the propellers are backed off for examination of the cones. A General Examination of all machinery including windlass and steering gear should be carried out and the machinery tried in working conditions during a short sea trial.

The electrical installation should be Megger tested and the bilge suctions tried.

Special attention should be given to the sea connections while in drydock, opening out to be at your discretion.

Yours faithfully,

Classification Manager.

The Surveyors,  
OSLO



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