

COPY

# LLOYD'S REGISTER OF SHIPPING

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

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

Telephone: ROYal 9166  
Telex No.: 24305

11th May, 1966.

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SEI/SO

Dear Sirs,

M.S. "PORT WYNDHAM".

In reply to your letter of the 3rd May, I am pleased to inform you that the Committee have approved your proposal to carry out a General Examination of the hull when the vessel is drydocked on her return to the United Kingdom about the end of July, 1966, with a view to the postponement of the Special Survey which will become due at the end of September next. At the General Examination special attention will require to be given to the hull conditions of class as follows:-

Set up and indented keel plates Nos. 8 and 9 from aft to be specially examined and dealt with as necessary at the next drydocking. No. 4. hold insulated tank top at the fore end between frame 71 (port and starboard) and bulkhead 74 to be specially examined for oil leakage and dealt with as necessary at the next Special Survey; No. 4. oil fuel double bottom tanks in way not to be used as such meantime.

In view of our experience with ships more than 20 years old, the Committee are prepared to agree to the postponement of the Special Survey only after a very thorough General Examination of the hull has been held, including an internal examination of any water ballast deep tanks, by the due date of the Special Survey. The period of postponement for the Special Survey will be dependent upon the condition of the ship as found at the General Examination.

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It is concluded that the Continuous Survey cycle of the machinery will be advanced and kept up to date meantime and during the proposed period of postponement for the Special Survey.

The machinery conditions of class as detailed below will require to be dealt with by the due dates:-

1. Port aft auxiliary engine No.3. cylinder jacket (Metalocked August, 1964) to be examined before the end of November, 1966.
2. Port forward auxiliary engine No.4. entablature (Metalocked October, 1964), to be examined by the end of May, 1966.
3. Outboard air compressor cast iron combined LP/MP piston to be specially examined and dealt with as necessary by the end of November, 1966.
4. Repaired oil end casting of aft oil fuel transfer pump to be again examined by the end of May, 1966.
5. Inboard crosshead guide (Metalocked January, 1966) and entablature (fractured at bottom landing of inboard crankcase door) of the outboard manoeuvring air compressor to be re-examined by the end of September, 1966.

It is noted that the port and starboard Screwshaft Surveys will be held at the drydocking in July next.

There will be no objection to the postponement of the Special RMC Survey until September, 1967, provided the Running Survey is held by the due date of March, 1967.

Yours faithfully,

The Port Line Ltd.,  
88, Leadenhall Street,  
LONDON, E.C.3.

pro Classification Manager.