

27th June, 1945.

Dear Sir,

m.s. "LAVORO" Bal.Report No.8158.

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The case of the above mentioned vessel has been under consideration in connection with the Baltimore report and plans forwarded therewith, and it is noted that the scantlings and arrangements both as regards hull and machinery are in accordance with or equivalent to the Society's requirements for a class of 100A- Carrying Petroleum in Bulk, with notation of "Longitudinal framing at bottom and at deck".

There is, however, some doubt in regard to the electrical installation which appears to be in order and such as could be accepted for classification with the exception of the alternative lighting in the machinery spaces, and also of the fact that no information is given as to the currents in the circuits whereby the size of the cables can be checked. I shall, therefore, be obliged if you will obtain from the Baltimore Surveyors and forward to me as soon as possible the information desired below:-

- 1) It is a requirement of the Rules, Section 4, Clause 9. that in the machinery spaces the lamps be grouped on two circuits so that in the event of one fuse blowing these spaces are not left in darkness.

The Surveyors' reply in their First Entry Report No.8158 on the question of alternative lighting is "none" and their further comments on this non-compliance with the Rule requirements are awaited.

- 2) No information is given in the report as to the current of the various lighting and motor circuits, and this information should be supplied in order that the size of the cables may be checked. It is a requirement of the Rules that plans of the electrical installation should be supplied and as this installation was entirely re-wired at Baltimore there should be no difficulty in supplying these plans.

As regards the equipment stated to be on board, this is deficient to the following extent:-

1 Bower Anchor (73 cwt. stockless)
45 fathoms of 2.7/16" stud chain cable.
120 fathoms of 5" steel wire.

but if the Managers desire the figure "1" in the class, the equipment is such as could be accepted as a war emergency measure except that the stream wire should be supplied at the earliest opportunity.

It is concluded the Minute assigned on the first entry report was only intended as an interim notation pending consideration of the case here, and in view of the fact that a full Special Survey No.3 has been held, it will be appreciated if you will let me know whether, provided the electrical installation is in order, a class of 100A- "Carrying Petroleum in Bulk" with notation of S.S.No.3-1,45. might not be assigned, subject, as recommended, to the domestic fresh water tank (port and starboard aft) being permanently repaired at the first convenient opportunity; the figure "1" to be assigned when 120 fathoms of 5" wire is placed on board.

I have further to request in view of the registered length of the vessel as inserted in the Register Book being 118' in excess of the overall length indicated on the plan of profile forwarded with the report, that the Surveyors be requested to verify the length given on the plan.

It is concluded that the longitudinal seams of the air receivers are fitted with treble riveted double butt straps but should the Surveyors be unable to confirm this, the point can be raised on the occasion of the next survey of the vessel.

Yours faithfully,

Clerk to the
Classification Committee

Wm. Bennett, Esq.
NEW YORK.



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