

GAE

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LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

AIRMAIL

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

Telephone: ROYal 3551 (6 Lines)

Telegrams: Committee, Fen. London

10th June, 1955.

Dear Sirs,

lassn.(H)

I have to acknowledge the receipt of your letter of the 27th May and cablegram of the 8th instant relative to the Steamer "ERA", and in reply I have to inform you that in order to entitle this vessel's class to be reinstated in the Society's Register Book, as formerly, it will be necessary for

- (1) The requirements of a SPECIAL SURVEY (D) to be complied with, including the drilling of the shell plating amidships, in the vicinity of the peaks, the strength deck amidships and in such parts of the structure where signs of wastage are evident.
- (2) Any major repairs which have been effected to the structure since the ship was disclassed to be specially examined in order to ascertain the character of the workmanship and confirm that the materials used are in accordance with the Rules. Society's
- (3) Structural alterations which may have been carried out since the ship's class lapsed and which affect the longitudinal and/or transverse strength of the ship and Register Book to be reported.
- (4) Full particulars of the equipment on board (which should be found or placed in accordance with the Society's Rule requirements) including weights and tests of anchors also length, diameter and tests, etc. of chain cable to be furnished, and
- (5) The Special Survey to be held at a port where the Society is represented by a Senior Surveyor in view of the age of the ship (34 years) and the importance of the Survey.

With regard to the machinery the following parts examined prior to the vessel's class being expunged could

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be counted towards the assignment of a Machinery Survey record of 4,54 (ELMC MS 4,54):-

Main Engine

HP, MP & LP cylinders and pistons,
Crank, thrust and intermediate shafts
and bearings,
Main engine attached pumps,
Main condenser.

Auxiliaries

After ballast pump,
Both generator engines,
Auxiliary circulating pump,
Steam pipes.

A record of boilers surveyed 7,54 (BS 7,54) could be assigned when the port, starboard and centre boilers have been examined internally and externally with mountings. A further complete annual Boiler Survey will, however, become due at the end of next month.

A survey of the screwshaft will also require to be held.

Any alterations that may have been made since the machinery was disclassed, which might affect the class should be submitted for consideration.

I may add there was a condition of class in this case requiring the piston rings in the HP and LP cylinders to be renewed.

Yours faithfully,

Clerk to the
Classification Committee.

Messrs. Wallem & Co. Ltd.,
P.O.Box 40,
HONG KONG.

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P.S.

I may add that when the vessel's class was expunged there was a condition and "Endorsement" of class (B) as follows:-

Outstanding Conditions of Class Subject to bulkhead plating between Nos.1 and 2 holds (wasted) being examined and dealt with as necessary, and to permanent repairs to deck plating between ^{beams} Nos.62/63 portside of E.R. also tank side bracket connections in engine space (port and starbd) being examined and permanently repaired by next Special Survey, to permanent repairs to 3rd pillar D.B. tank top connection (from F.P. bulkhead in No.1 hold) by next drydocking, and to permanent repairs to No.2 D.B. tank top plating in No.2 hold on ship's arrival Sydney from present voyage - tanks not to be pressed up meantime until repaired.

(Endorsement of Class (B))

Indents in bottom plating (Port side aft),
Indented shell plate, etc. at break of poop (port side),
Shellplating in 2nd below sheer (starboard side) indented.

With reference to your request for copies of reports from previous surveys I give the following extract from our Sydney Surveyors' ^{letter} dated July, 1954, which will give the indication of the vessel's condition so far as surveyed immediately prior to the class being expunged:-

The last record of Special Survey was 'SS.Syd.5.50'.

"PART SPECIAL SURVEY

Now Examined:- Nos.1 and 2 double bottom tanks internally.
Engine room and boiler room tanks internally,
Fore and after peak tanks internally,
Tween deck bunker space,
Steering engine, steering chains, rods and lead blocks,
After peak tank tested.

Repairs recommended:- Nos.1 and 2 double bottom tank ^{tops} / to renew,

All solid floors and intercostals (except in way of bunker) in No.2 double bottom tank port and starboard to renew,

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Boiler room tank top to renew,
Rivets thro margin angles in engine room tank slack.
Loose rivets in after peak tank to renew,
Rivets attaching sternframe to hull structure,
to renew,
Deck plating in way of tween deck bunker and
accommodation.
6 plates to renew and 4 plates to crop and
part renew.

The above repairs have not been carried out in
view of the extensive repairs required."



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