

Messrs. John Harker & Co. No. 34.

This vessel is at present being completed with a view to class 100A1 "Carrying Petroleum in Bulk" "For service between Worcester, Swansea and Bideford", with the special notation "Middle line bulkhead non-oiltight". No forecastle or poop is being fitted, and the machinery is protected by a casing only 4' high, with an entrance hatch on the top of this casing. The freeboard is the minimum which could be assigned on her dimensions and erections.

Last month the Builders stated that it was desired to place the vessel, when completed, on the run from Coryton (near Tilbury) to Hull until the end of October, and they wished to be informed if there was any objection to this.

The proposal was carefully considered, and having in view the absence of a forecastle and the arrangements of the machinery casing, it was considered that the vessel was not suitable for the North Sea Service, and the Builders were informed accordingly.

The builders' representative Mr. Thirkettle has ^{since} called at this Office regarding the matter.

It was explained to him that the conditions obtaining in the North Sea were practically equivalent to an unrestricted service, and that, with the vessel as at present constructed, no departure could be made from the previous decision, as set forth in the Secretary's letter of the 26th ultimo.

He was informed, however, that provided a forecastle, efficiently constructed, be fitted extending to the after side of the crews' companion, and the pump room deckhouse be extended on the port side so as to form an entrance house to the engine room with a door ⁱⁿ the casing side and a second door in an internal bulkhead it would be recommended that no objection be raised to using the vessel on the Coryton/Hull service until the end

of October.

Mr. Thirkettle explained that the vessel was being constructed primarily for service between Worcester, Swansea and Bideford, and the fitting of a forecastle would render her unsuitable for this service, and it was therefore probable that they would not proceed further with the question of using her in the North Sea, and the Owners would probably charter another vessel for this service.

He desired, however, that his firm should receive an official communication in respect of the above requirements, and it is ^{therefor} submitted that the Builders be informed accordingly.

[Handwritten signature]

[Handwritten signature]

[Handwritten initials]
26.7.30

Index 28.7.30.
P.C. Hull
Hull 28.7.30

2018/7



© 2020

Lloyd's Register
Foundation

0122 2/2