

25th October, 1949.

Dear Sirs,

I have to acquaint you that the case of the motorship "LENAMILL" has recently received consideration in connection with the survey carried out at Trieste in March/June last.

S. The Classification Survey as regards the hull has been carried out, but to complete the Machinery Survey the following items remain to be examined:-

Port Main Engine: Nos. 1, 2, 6, 7, 8 cylinders,
pistons and top end bearings,
Nos. 1, 2, 3, 4, 5, 6 crank pins.

Starboard Main Engine: Nos 3, 5, 7 cylinders,
pistons and top end bearings,
Nos. 3 and 5 bottom end bearings,
Spare lubricating oil and cooling
water pumps.

In these circumstances, instructions have been given for notation of "100A- For Towing and Salvage Service (Classification contemplated)" to be inserted in the Register Book pending the completion of the Classification Survey.

I think it well to add that in addition to the items mentioned above, an upper watertight door in after bulkhead of engine room requires to be altered to comply with the Rules, and 60 fathoms of chain cable will require to be supplied if the assignment of the figure "1" for equipment is desired. Both independent bilge pumps also require to be placed in good order before the completion of the Classification Survey.

I have further to inform you that the Torsional Vibration Characteristics of the main machinery have not been investigated, and the Machinery Certificate to be issued on completion of the Classification Survey will be endorsed accordingly. If however, the Society's services are desired in connection with such an investigation, I shall have pleasure in issuing the necessary instructions at your request.

Yours faithfully,

Messrs.H.P.Lenaghan & Sons
22 Denegall Street,
BELFAST.

Clerk to the
Classification Committee.

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