



# LLOYD'S REGISTER OF SHIPPING

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Via Duca della Verdura, 83/5° p.

Telefono: 264.667  
Telegrammi: Surveyors, Palermo

RECEIVED Palermo, 29th January 1962.

5 FEB 1962

Ing'd

Reference  
Classn. (S)

Dear Sir,

T/S "CONCA D'ORO" - Palermo Rpt. No.676  
Repairs to Main Boilers.

We are in receipt of your Classing Letter of 28th December 1961, having regard to the above Report and in reply we have to confirm that the oil fuel burning installation and remote controls were examined and left in good order when the safety valves of the port main boiler were adjusted during July last.

We are enclosing herewith, as you have requested, a copy of the American Bureau Report No. P.L. 2555, issued by their Palermo office in respect of a damage survey, held during July last, on account of damage alleged sustained as the result of the failure of the main boiler combustion control installation whilst the ship was at sea, on a ballasted run from Palermo to Novorossisk, U.S.S.R., during December 1961.

For your further information we wish to add that when the ship was attended during July last the Owners' representatives gave us to understand that the main boilers were to be opened out only for annual survey by the R.I. and A.B. surveyors and made no mention of any damage, or damage repairs.

In view of these circumstances, and as the boilers were not due survey by the Society's Surveyors until after July 1962 - a survey that would coincide with the next annual survey required by R.I. and A.B. Rules - we confined our survey to the repairs to the steam generator, but, as the safety valves of the steam generator and both main boilers were to be disturbed, or opened out, during these surveys we recommended that all these safety valves be floated under steam upon completion of the inspection or repairs.

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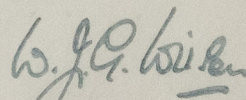


However, only the safety valves of the port boiler were floated before the ship departed to resume service, the Owners' representative undertaking to arrange that the safety valves of the steam generator and starboard boiler be dealt with when the ship arrived at her next discharge port in Western Germany;- a copy of our letter addressed to The Surveyors at Hamburg, Bremen and Emden informing them of these circumstances is attached hereto.

With regard to the condition of Class recommended by the R.I. surveyors, in respect of several elements in the secondary bank of economiser elements in both main boilers, we have to inform you that we are now given to understand that the one month's limit originally recommended has, since the economisers can be isolated from the boilers, been extended until the end of March of this year, when, the Owners' representatives state, it is intended to deal with the condition of Class against the ruddershaft and put the ship through Special Survey.

In conclusion we wish to add that your closing remarks have been conveyed to the Owners' representatives, and beg to assure you that this matter will receive our every attention when the ship comes under the survey at present planned to be held during March of this year.

Yours faithfully,



(W.J.G. Wilson)

per The Surveyors.

Enclosures.

The Secretary,  
LONDON.



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