



LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

Salvage Association Buildings,

Clarence Road, Cardiff

ENCLOSURES.

including Brs. Rpt. 19956.

Telegrams: Register, Cardiff

RECEIVED October, 1954.

Telephone: 7553 & 7554 Cardiff

Telephone: 32481 & 32482 Cardiff

14 OCT. 1954

Dear Sir,

S.S. "PORTWAY".

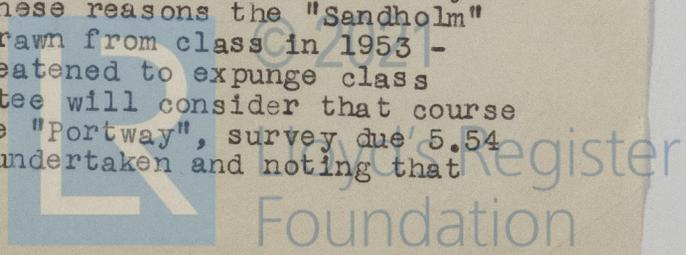
C. Hill & Sons Yard No. 399.

Owners:- Holms Sand & Gravel Co., Ltd.

I regret to advise as per copies of letters attached, despite strong representation which I made to the Owners with support from Mr. Peck of Messrs Hills, that the Owners confirm their decision to withdraw class both for the "Portway" and for the new vessel not yet laid down, but plans approved.

No comment is made adverse to Bristol Surveyors and the reason given for withdrawal is that our Rules for new construction and subsequent periodic survey are too exacting for sand vessels trading daily from a port to nearby sand banks, particularly in competition with other vessels not classed; they consider that a lower standard of maintenance than the Committee require is adequate and sufficient to satisfy the Ministry for Freeboard Certificate which has no regard for machinery surveys and the latter appeared to have a predominating influence on their decision. I advised that the Committee would be prepared to consider such alleviations as correspond to A class restricted service in lieu of 100A also emphasised the enhanced value for insurance and possible sale and questioned lower standard of maintenance being acceptable to the Ministry but admittedly without machinery surveys.

Mr. E.A. Machon, the Owners' consultant, one time British Corporation Surveyor and now Surveyor for American Bureau has frequently shown a tendency to be unco-operative both with regard to the timing of surveys and need for repair and for these reasons the "Sandholm" and "Ernest Brown" were withdrawn from class in 1953 - in one case the Committee threatened to expunge class and it may be that the Committee will consider that course appropriate in the case of the "Portway", survey due 5.54 part held, repairs yet to be undertaken and noting that



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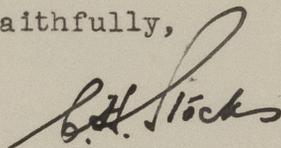
instead of complying with recommendation to renew certain bunker plates which were wasted through in places they have welded 24 small doubling plates over the holes in the port bunker and 15 over the holes in the starboard bunker - questionably an economic repair let alone an efficient one.

I am also dubious about the procedure adopted in the case of their new vessel, specifying Society's class to Messrs. Hill and recanting after, but only after, the plans have been approved.

The Owners have seven small vessels in class (2 propelled and 5 non propelled) two not classed and 2 withdrawn from class ... They indicate that the position concerning these seven vessels will be considered when their Special Surveys become due.

Your advice as to the fees chargeable in the case of hull and machinery surveys for the "Portway" and approval of plans for the new vessel will be appreciated.

Yours faithfully,



*Hull Class: fee
about £170*

The Secretary,

LONDON.



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Foundation

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CLASSIFICATION

SHIP
ENG

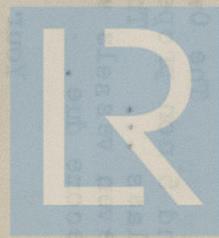
ADMIN./F

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W.S.P.

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