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# Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

14th March, 1950.

Dear Sir,

I am in receipt of your letter of the 8th instant enclosing one from the Owners of the steamer "OAKLEY" and in reply shall be glad if you will inform them that the question of unrestricted service for this ship has received careful consideration. The investigation of the scantlings has been somewhat hampered by the fact that the only plans available are those prepared by the British Corporation Surveyor who commenced the survey for classification; the previous Owners had no structural plans and the originals were destroyed at the Builders' yard.

From the information available, it has been ascertained that the attachment of the frame tail brackets to the tank margin is not up to the Rule standard for unrestricted service in that gussets are fitted on every fifth frame throughout the ship instead of on alternate frames aft of 0.5L from the stem, and on every frame forward of 0.5L from the stem.

Information is lacking regarding the frame strengthening in the panting area and on the bottom forward, but from the Germanischer Lloyd Rules it has been ascertained that a general reduction of scantlings was permitted in ships having the "K" class.

More important than the above, however, is the fact that this ship is now 30 years old and since she was not built to B.C. class, details of her previous history are lacking except that she was not built for unrestricted service. From this aspect alone, therefore, it is not considered this ship could be recommended to the Committee for unrestricted service, and the maximum service limits which could be recommended are for "service in the Mediterranean, Black Sea, Red Sea and European and North West African Coasting Services, including the Azores".

There are a number of load line conditions of assignment which are not in order for this latter service, but a separate letter will be addressed to you in regard thereto.

Yours faithfully,

*Copy to the*  
Clerk to the

G. R. Edgar, Esq.,  
NEWCASTLE-on-TYNE.

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