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Lloyd's Register of Shipping,

Collingwood Buildings, Newcastle-on-Tyne, 1.

8th March, 1950.



The Secretary, **RECEIVED**
London.

- 9 MAR 1950

Reference

Dear Sir,

ANSD.....

s.s. "OAKLEY".

With reference to your letters 'S' and 'F' of the 3rd instant relative to the above vessel and to my conversation on the 6th instant with Mr. Sladden, the Owners desire that the class should not be limited by any service restrictions and have enquired what it would be necessary to do to supply to the ship to have the class free of restriction.

In this connection a copy of a letter received from the Owners this morning is attached. Their remarks in their second paragraph will be noted. The past history of the ship and the scope of the present surveys has been explained to them and they have been advised that unless another view is taken in the London Office, then the class which will be assigned is that of the British Corporation. I shall be glad if this aspect of the case can receive consideration.

It was understood from Mr. Sladden in our telephone conversation mentioned above that British Corporation class free from restriction could be granted on recommendation, provided certain machinery spares, including a spare propeller, were supplied but that a restriction on the service would need to be made on the freeboard certificate. A quantity of spares, including propeller, are at present on board but perhaps the requirements in this respect can be indicated. With reference to the requirement of the endorsement of the freeboard certificate, it is requested that this be considered a little further as so far as is known it is not usual with other and smaller coasting vessels. Alternatively, we shall be obliged if the reason for this in this case can be made clear for the benefit of the Owners.

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The Secretary, London.

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8th March, 1950.

s.s. "OAKLEY".

In the meantime a verification of freeboard report is being forwarded and freeboard certificates requested.

The question of the boiler pressure, referred to in the Owners' letter, is under consideration by Mr. Southwell and it appears probable that on account of the size of the shafting the boiler pressure will have to be reduced.

Yours faithfully,

L.R. Regan

ENCLOSURE
Copy Ltr.



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