

COPY.

/H. Lloyd's Register of Shipping,

Collingwood Buildings,

Newcastle-on-Tyne, 1.



8th February, 1950.

Messrs. Anthony & Bainbridge, Ltd.,
Dunford House,
12 & 14, Dean Street,
NEWCASTLE-ON-TYNE, 1.

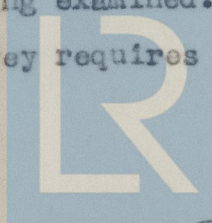
Dear Sirs,

We duly acknowledge receipt of your letter of the 4th instant and note that in conjunction with Messrs. Harris & Dixon, Ltd. you have purchased the Steamer "OAKLEY" on behalf of one of your Companies subject to the sanction of transfer being granted by the Ministry of Transport.

As desired by you we detail below the requirements to maintain this vessel's classification:-

HULL.

- 1) The vessel will be required to be examined in dry dock.
- 2) If a record of Special Survey with date 1950 is desired a full Special Survey will require to be carried out. A Special Survey record dated back to March 1949 could however be assigned provided the vessel be generally examined and found satisfactory, the cables ranged and examined; the anchors verified with the certificate of test; or, alternatively, tested; hand pumps examined and tried under working conditions; Nos.3 and 4 double bottom tanks tested; particulars of overall length ascertained; steering gear and auxiliary gear to be tried under steam; windlass to be tried under steam; bilge pumping to be tested, and thrust seating examined.
- 3) A Freeboard Renewal survey requires to be held.



© 2021

Lloyd's Register
Foundation

011227-011234-0058

COPY.

8th February, 1950.

MACHINERY.

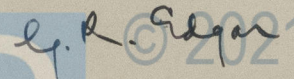

With regard to the machinery, in view of the time that has elapsed since the boilers were examined and as the boilers have been lying for several months without proper maintenance, they will require to be re-surveyed before the ship returns to service. Parts of the machinery also will require to be re-examined.

No machinery plans have yet been submitted in respect of this vessel and as a minimum a plan of the boiler and a plan or sketch of the bilge pumping arrangements are required together with particulars of engine and shaft sizes and propeller diameter. In order to obtain the necessary engine particulars for the Register Book, it will be necessary to open the cylinders. The Surveyor must also satisfy himself that the condenser is tight, that the steam pipes are in good condition and that all the main and auxiliary machinery is in good working order. The working condition of the main engines and such of the auxiliary machinery as appears to be in order, may be ascertained by trying them under working conditions when steam is raised. Any part which may then be found unsatisfactory would then have to be opened up. It is not possible, therefore, to say now what can be accepted without inspection.

We would add that in December last we understood from our Head Office in London that they were proposing to advise prospective purchasers of this vessel that the classification survey would not be continued unless the Society received an undertaking that all fees, including those already outstanding in respect of work previously carried out, would be paid and we are communicating with our London Office to clarify the position in respect of this item.

Yours faithfully,
THE SURVEYORS,

per:-



Lloyd's Register
611227-011274-0058

2/2