



LLOYD'S REGISTER OF SHIPPING

(Reconnu par la Loi Belge sur la sécurité des Navires)
(Arrêté Ministériel du 8 Janvier, 1921)

1, Quai de Rouen, Antwerp, 1

Telegrams: Register, Antwerp
Telex No. (03)487

29th January 1964

Telephone { 33.86.33
33.86.32

Reference
70.112

Dear Sir,

C.

Motorship " IRENE " ex "Seahorse"

We have to acknowledge receipt of your letter of the 17th instant regarding the case of the above mentioned ship, to which our letter dated 15th January 1964 referred.

Since the latter date further enquiries have been made and it was learned and has just been confirmed, that the vessel has been granted classification by the Hellenic Register. The Owner has given no confirmation of this action and his Agent in Ostend now states that he had been forbidden to inform us either of this intention or that the work in connection with the installation of the new Main Engine had been commenced.

The representative of the Hellenic Register, in Antwerp, has been approached and confirmed verbally that he had paid a visit to the ship at the Owner's request and arranged for the change of Class.

From information collected at Ostend it is understood that the alterations to the main engine seating have not been made in accordance with the approved plans; the old propeller, tail and intermediate shafts have been refitted and the alterations to the Stern Frame have not been effected. The new auxiliary motors and generators have not been fitted and are stowed in the hold and that the piping arrangements in the Machinery Space are of a primitive nature.

It was further reported that the ship left Ostend for a Greek port on the evening of the 15th January without a funnel and that the exposed machinery casings were only partially secured in place. Also that the Chief Engineer (British) had resigned his post, due to the above circumstances and had recourse to legal proceedings in order to obtain payment of salary due to him. It is rumoured that several Greek nationals refused to sail owing, inter-alia, to the deplorable condition of the life-boats, etc.

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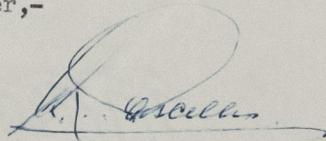
Up to the 14th August 1963, the ship had lain at Ostend for nine months. During this period opportunity was taken by the Surveyor, when engaged on other work in the Ostend area, to visit frequently both the ship and the Agents. By August 14th the intermittent stripping of the Machinery Spaces had been completed but none of the Belgian Ship-repairers had accepted the work of conversion and installation etc. The Owner then promised not only to advise this Office but to call, personally, for further discussions before any work was commenced. As it was already reported that his financial position was somewhat precarious, this was deemed to be the most suitable method of avoiding further expense which might ultimately have to be borne by the Society.

In the event, the Owner failed to keep his promise and this, it is believed, because he feared - or knew - that the cost of carrying out the work to our requirements would prove prohibitive.

It is hoped that the additional details given above will clarify the situation and it is agreed that the question of a fee be left in abeyance pending further developments.

Yours faithfully,

The Surveyors,
per,-



The Secretary,
LONDON.



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CLASSING
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