

COPY

21st November, 1947.

Dear Sirs,

steamer "SALMONIER" ex "SAMMONT".

S.

The contents of your reports Nos. 21937 and 21938 are noted, but before submitting the case to the Committee, I think it well to remark that there is no information in this Office to the effect that the screwshaft has been drawn for examination since the vessel was completed in September 1943. It is also observed that there is no reference in your report to the survey of the shaft in question, and I shall be obliged if you will let me know whether the Owners have any information as to when the survey of this part was last held.

In the absence of any evidence that the survey has been held since the vessel was built, it is proposed to submit the case to the Committee for the assignment of a class of 100A1 "Carrying oil F.P. above 150°F in deep tanks" "Fitted for oil fuel, etc." with notations of Docking Date 10,47, S.S. Lth 10,47, M.S. 10,47, subject as recommended and to a spare propeller being placed on board at the first opportunity, but to add to these records a notation of "Classification contemplated" pending the survey of the screwshaft, which it is considered should receive attention at the first opportunity, and perhaps the Owners will state what arrangements they have in mind.

I would take this opportunity to remark it is concluded there are seven watertight bulkheads extending to the upper deck in the vessel, that ceiling has been laid on the inner bottom under the hatchways, that cargo battens complying with the Rules have been fitted and that the notation "Carrying oil, F.P. above 150°F in deep tanks" will require to be inserted in the Register Book, but I shall be glad if you will state if this is so.

It is further concluded structural reinforcements as required for "SAM" ships have been examined or dealt with, and I shall be pleased if you will confirm this point also.

Yours faithfully,

Clerk to the

The Surveyors,
LRTTH

Lloyd's Register
Foundation

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