

E. K. WALLACE & SON
GLASGOW.

AWB/IM

24th December, 1962.

Messrs. Lloyd's Register of Shipping,
93 Jameson Street,
HULL.

Dear Sirs,

Dumb Lighter Y.C.325.

We thank you for your favour of the 21st inst. enclosing copy of letter from your Principals in London dated 20th inst.

First of all we must now correct our former observation that we believed she was to be used for harbour services at Chalna. It transpires that she will be possibly sold to Ghana and used for harbour services there. It would appear, therefore, that this would not make any substantial difference in your recommendations.

With reference to paragraph 1. in your letter of 20th inst. no doubt you will bear in mind that these vessels were designed to be anchored at the stern where there is a heavy anchor crane fitted, also a 10ton steam winch which is used both for towing work and for handling the normal anchor warp which is of steel wire. This winch is not provided with chain cable lifters and we wonder if you will please consider the possibility of refitting the Vessel with wire rope in lieu of the 15/16" stud link chain cable you recommend. The tow line, subject to your approval, would also be of wire rope similar to normal towing practice by deep sea tugs. We understand that under Admiralty Service there are still some of these Vessels classed with your good selves which employ the above methods of anchoring. We should be pleased to have your observations on this point as, if you require a chain cable, extensive modifications of a new windlass might have to be fitted.

With reference to your Paragraph 2, this has now taken place at Hull and no doubt you will by now have furnished a Report.

With reference to your Paragraph 3, we have not yet seen the Conditions of Sale to Ghana but it may well be that the Purchasers will stipulate that she must be classed to your highest Class for Harbour Service at Ghana before the

sale will take place. The present Owners are quite willing to have necessary repairs done at Hull to fulfil your Class recommendations for Hull and Machinery and Freeboard Survey, as we previously advised you.

With reference to the wood hatch covers to be fitted with galvanised end bands, these wood hatch covers were supplied at the earlier Survey at Hull to Lloyd's requirements and should therefore presumably require no extra work performed on them.

We appreciate the fact that you are accepting the low hatch coamings and door coamings and absence of life lines as only Harbour Service is contemplated and would thank you for your consideration in this matter.

We appreciate the Load Line Certificates are not required for Harbour Service but, so far as we understand the position, if she were towed from one Port to the other deep sea, then a Load Line Certificate would, we believe, be required.

With reference to your last Paragraph, the Vessel, would have to be towed in a battened down condition with no crew on board from Hull to Ghana and it may be that you would be willing, in the event of this Sale taking place, to issue a Seaworthy Certificate for the voyage, if required by the new Owners.

Yours faithfully,

E.K. Wallace & Son.



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