

COPY

LLOYD'S REGISTER OF SHIPPING

71, Fenchurch Street, London, E.C.3

Telegraphic Address { Inland: Committee, London, Telex
 Overseas: Committee, London, E.C.3

20th December, 1962

Telephone: ROYal 9166
Telex No.: 24305

Dear Sirs,

Lighter "Y.C. 325"

As requested by your Representatives, Messrs. B.K. Wallace & Son, Glasgow, I would inform you that the question of the class ultimately to be assigned to this vessel has been under consideration here, and on the assumption that she is to be used for Harbour service at Chalna the following points will require attention:-

1. Equipment suitable for the barge's service to be supplied. Note: There is no record of equipment having been placed on board when the ship was first classed, but the equipment numeral of 4988 will require the following tackle for river and estuary service, viz.
1 bower anchor, stockless, of $3\frac{1}{2}$ cwt.
60 fathoms of $1\frac{5}{16}$ " diameter stud link chain cable, and
7 fathoms of 1" headfast chain or equivalent towline.
2. The barge to be submitted to a comprehensive General Examination in drydock in the U.K. prior to her departure for Pakistan, in order that the Surveyors can confirm that no alterations have taken place, that she has suffered no damage and that her good condition has been maintained since she was first laid up.
3. On arrival at Chalna the barge to be again examined by the Society's Surveyors, and if she is found satisfactory she will be recommended for a class of "+Al for Harbour Service at Chalna" with a descriptive notation "Mooring Barge".

The main part of the Special Survey was held in March 1960 but if the above recommendations

cont'd...

20th December, 1962

- 2 -

receive attention the date of 3.60 for the Special Survey will be advanced to the date of General Examination in the U.K.

So far as freeboard is concerned we would be prepared if desired to issue a Load Line Certificate for service in Chalna Harbour provided the above matters had received satisfactory attention and also provided the condition of the freeboard items are verified before the Load Line Certificate is issued. Wood covers would also require to be fitted with galvanised end bands and lashings should be provided. The low hatch coamings and door coamings and absence of life-lines would be accepted, as only Harbour service is contemplated. You should appreciate, however, that Load Line Certificates are not required for Harbour service.

It is not quite clear as to what Certificates you might desire apart from Classification, but while the vessel is on Harbour service, Safety Equipment and Radio Certificates are not required. It is not known how you propose to take the vessel to Chalna and the above comments do not relate to a Load Line Certificate for the voyage out.

Yours faithfully,

Clerk to the
Classification Committee

Messrs. Marinecraft Constructors, Ltd.,
47 Victoria Street,
London, S.W.1

c.c. Hull Office (2)
Freeboard Dept.



© 2021

Lloyd's Register
Foundation