

Reference

Lloyds Register of British
and Foreign Shipping.

56, John Street, Sunderland.

28th December, 1891.

LONDON.

The Secretary, London.

RECD 9 DEC. 91

ANSR

Sir.

I have to acknowledge receipt of your telegram asking me to explain why B.M.S. is recommended for the machinery of the S.S. "Lebanon" and not L.M.C. In reply I beg respectfully to state that the vessel's machinery prior to this had not any notification but "B.S." indicating that the machinery had not been surveyed during construction and as the new parts (cylinders crank shaft and main boiler) have only been surveyed during construction I considered that I would not be warranted in recommending as high a class as L.M.C. besides the pumping arrangement is not new and no suction is fitted in tunnel but the water draining from stern gland

or service water is run into engine room bilges through a cock on tunnel bulkhead, also the present pumps and condenser being the original parts of machinery are too large for the present cylinders now compound and on that account are not so efficient as the requisite size.

When the Vessel was first laid up for repairs these items were pointed out to Mr D in the Gunner and he was then informed that the notification of B & M. S. would be recommended and he expressed satisfaction at the same.

I am,

Sir,

Your obedient Servant
Jas Salmon.



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Lloyd's Register
Foundation

Referred to the Chief Engineer Surveyor.

afg

29.12.91

It is submitted that this vessel is eligible for LMC 12.91 and of N.B. 12.91. Also that Mr Salmon be informed that none of the reasons he alleges are considered to be sufficient for withholding LMC from this vessel, as it is not intended that the present rule requirements for new vessels are to be enforced for vessels already built & classed.

Dr L Sel
29/12/91

J. L. M. 29/12/91