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Marseilles  
11th July 1949

Messrs. P. Wigham-Richardson & Co Ltd.,  
Armadores House, Bury Street  
London E.C.3.

SM/LS

Dear Sirs,

9/5 "DOLORES"

Please note that the Lloyd's Register of Shipping at MARSEILLES have written us on the 9th inst. requesting us to let them know whether the above vessel is at present available to carry out the general examination of her survey.

Messrs. Lloyd's Register of Shipping have forwarded us a list of requirements for a special general examination and have informed us that their Fees will amount to about a third of a Special Survey Fee.

We therefore give you, hereunder, the list of requirements for special examination of the vessel:

HULL.- The inspection should include as complete an examination as practicable of the holds, tween deck; bunkers and structure below the boilers. The peaks, machinery spaces, decks, casings ash shoots, ventilators, hatchways and closing appliances and general equipment should be examined, and it should be ascertained that the steering gear and its connections and the windlass are in satisfactory condition.

For vessels over sixteen years of age, the following requirements must also be complied with unless the Society's records show that they have been carried out with satisfactory results within the last four years, namely:-

- a) the double bottom tanks immediately forward and abaft of the machinery space to be examined internally and tested.
- b) Double bottom tank in way of thrust recess (if not dealt with under (a) to be examined internally.
- c) If, in the opinion of the Surveyors, the above examination make it desirable, other double bottom tanks should be similarly dealt with.
- d) Pipe casings to be removed as required by the Surveyors.



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- e) Special attention to be given to masts and rigging.
- f) Anchors and cables to be ranged and examined.
- g) The requirements for Annual or Occasional Survey of rod and chain steering gear to be complied with.

These additional requirements may be called for in a vessel of any age if deemed essential by the Surveyor as a result of preliminary inspection.

In tankers a sufficient number of cargo tanks should be examined to enable the Surveyors to satisfy themselves as to the condition of the structure of the vessel.

The necessity or otherwise for dry docking should, in general, be determined by the Surveyors as a result of their inspection, and if in their opinion it is essential that a vessel should be so examined they should recommend that this be done.

MACHINERY.- General examination of steam engines.

The Surveyors should ascertain from the Owners' Representatives, and state in their reports, what parts of the machinery have been recently opened up for overhaul and whether the machinery has given satisfactory service; and reported defects should be dealt with as necessary. The machinery should be examined externally and all parts opened up for overhaul or repair should be examined. The machinery and auxiliaries should be examined under working conditions when this is practicable. The testing or internal examination of steam pipes to be brought up to date as far as practicable.

Boiler Surveys.- To be held in accordance with the Rules, war-time concessions having been withdrawn.

Propeller Shaft Survey.- To be held in accordance with the requirements of the Rules, war-time concessions having been withdrawn.

Electrical Equipment.- The rules for electrical equipment to be complied with, i.e., survey at four-yearly intervals, war-time concessions having been withdrawn. The first survey under this arrangement is to be made at the next General Examination of Machinery LMC Survey, whichever is appropriate, and the survey should be recorded on the Interim Certificate.

We remain, Dear Sirs,

Yours faithfully

MICHEL & CIE

BY: EM. ELIQUÈS Esq Cardiff  
Mr. A. Lykiardopoulo



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