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Lloyd's Register of Shipping,

71, Fenchurch Street, E.C. 3.

ENCLOSURE.

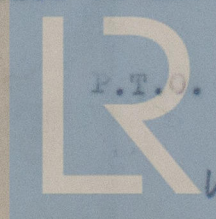
3rd December, 1925.

Dear Sirs,

With reference to the correspondence which passed between us in August and September last relative to the freeboard of the motorship "BURE", I beg to inform you that when this vessel was surveyed for classification in July last the Surveyor recommended that stiffening should be fitted forward of the collision bulkhead by the addition of 3" x 3" x $\frac{3}{8}$ " face angles to the side stringers and by an increase in depth to the extent of three inches of the beams in the fore peak connected to the side stringers by larger brackets.

The Owners have now informed the Society's Surveyors at Oslo that they have instructed the master to arrange for these matters to be dealt with when the vessel is next drydocked, probably at Las Palmas in

February next. In the circumstances the Committee will be much obliged if you will kindly appoint a competent and independent Surveyor to survey this work which should be reported to this Office on the enclosed form.



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2. s.s. "BURE".

I may say that all fees and expenses in connexion with this matter must be paid by the Owners or their representatives and should accordingly be charged by you to them.

For your information I may add that the Surveyor also reported that the following side plating was found to be set in between the frames and he stated that in his opinion this might be dealt with at the Owners' convenience:- Port side. 1st strake below main sheer N°4 plate. 2nd strake below main sheer N°4 plate. 3rd strake below main sheer Nos. 4 and 5 plates. Starboard side:- 1st strake below main sheer N°4 plate. 2nd strake below main sheer Nos. 3 and 4 plates.

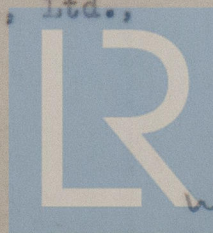
I am, Dear Sirs,

Yours faithfully,

Assistant to the Secretary.

Messrs. Blandy Brothers & Co., Ltd.,
Lloyd's Agents,
LAS PALMAS,
Grand Canary.

Car



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