

COPY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

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

Telegrams: Committee, Fen. London

Telephone: ROYal 3551 (6 Lines)

DISCLOSED
SECTION
No.

8th October, 1952.

Classn(S)
R/C

Dear Sirs,

Motorship "VIGILANT"

I have your cablegram of the 4th and letter of the 6th instant, and in reply would confirm that this ship comes within the category of transversely framed tankers of 400 ft. in length on which a special examination would have been desired had the class been maintained, but that the present Owners have withdrawn the ship from classification with this Society.

It would be as well to point out to Messrs. Olsen & Ugelstad that in no case has the Society required immediate stiffening to be fitted without preliminary examination and that the position at present is that the Committee have requested a special examination in each instance before making their recommendations in regard to strengthening.

In the present instance when the forward portion was renewed after the casualty in 1943 the following increases were made to the scantlings of the new portion:-

Sheerstrake	plus	.07"
Stringer	"	.10"
Keel	"	.06"
B Strake	"	.07"
Bilge strake	"	.07"

It also appears that the stringer plate and the bilge strake were renewed for some distance aft of the point of fracture.

In transmitting this information to the ^{former} Owners it would be as well to suggest that we should be happy to help them if possible on any further point but that should they require a specific statement as to whether

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stiffening would now be required had the ship remained their property, it is hoped they will appreciate that such information could only be given following a special examination, which it appears they would have to arrange with the present Owners to be undertaken.

Yours faithfully,

Assistant Clerk to
the Classification Committee.

The Surveyors,
OLSO.

*Discussed with
W.V.F.*