

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)

18th May, 1954.

Dear Sirs,

Classn(S)

Motorship "LISBETH M"

I have your letter of the 7th instant and would thank you for the very comprehensive report of the battery explosion in the above ship.

It is noted that in item 6, the report of DEAC contains a recommendation to pass the intake pipe for the ventilation of the battery into the hold below the battery container. It is considered, however, that on no account should this be permitted, and I shall therefore be glad if you will inform DEAC and Messrs. A. de Hoop accordingly.

In the event of the mechanical ventilation failing and any further explosion occurring thereby, it would be communicated to the cargo hold with serious consequences.

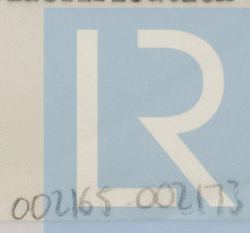
Furthermore, even if an explosion does not occur in the battery container, a stoppage of the ventilation might result in an explosive gas mixture being communicated to the hold where it might be exploded during loading or discharging of cargo.

The Owners are being advised to this effect.

Yours faithfully,

Assistant Clerk to the
Classification Committee.

The Surveyors,
ROTTERDAM.



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Foundation

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