

Lloyd's Register of Shipping,

61, Odos Notara,

Piraeus, 29th March, 1932.



Dear Sir,

M. V. "HELIX".

In forwarding Piraeus Report No. 3234 (C11 form) on the survey of the above vessel for Convention freeboards we would explain that its incompleteness is due to the following reasons:

The vessel arrived and was anchored with stern moorings to shore bollards at about 8 o'clock a.m. on the 22nd inst. at the Shell Oil Company's installation in Drapetza Creek, a small bay near Piraeus Harbour but completely exposed to seas running in from a southerly direction.

We attended at 9 o'clock a.m. on the 22nd inst. and remained throughout the entire day but were unable to take any particulars or measure sheers owing to incessant heavy rain and a southerly swell rolling into the creek.

We attended again at 9 o'clock a.m. on the 23rd and though considerably interrupted by intermittent rain showers managed to obtain the particulars recorded in the form. It was quite impossible to deal with the sheers owing to the movement of the vessel due to the continuance of the southerly swell.

P.T.O.

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002206-002214-00552

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We consulted with the Master and the Manager of the Shell Company's installation as to taking the vessel into quieter waters but ascertained that the local laws absolutely forbid an oil tanker, especially with benzine, entering the harbour of Piraeus under any circumstances. It was, therefore, considered that the survey should be postponed until a more favourable opportunity either at this or one of the other Mediterranean ports and the Master, we understand, was writing to his London Office to this effect.

We left the ship at 4 o'clock p.m. when the vessel was completing discharge of the benzine and paraffine and she sailed at daylight on the 24th.

With regard to the thickness of hatch coamings, stringer plates and scantlings of stiffeners on trunk sides not being given, we have to say that no drilling of these parts could be allowed owing to the nature of the cargo.

We are, Dear Sir,

Yours faithfully,

The Surveyors.

Robert G. Knox.

The Secretary,
LONDON.
RGK/JB.



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00266-00214-0255

(Enclosure).
Returned to the Chief Clerk, Surveyors.

3 2210-14500-20100

Referred to the Chief Ship Surveyor,
(Freeboard).

4 APR 1932

MR. B. B. B.
LONDON.
The Secretary.

Handwritten: Mr. B. B. B.

Dear Sir,
I have the honor to acknowledge the receipt of your letter of the 27th inst.

in relation to the above mentioned vessel, and in reply to inform you that the same has been referred to the Chief Ship Surveyor for his consideration.

The Chief Ship Surveyor has advised that the vessel is not fitted with a sufficient number of lifeboats, and that the same should be provided as required by the Rules.

It is requested that you should cause the necessary arrangements to be made for the fitting of the lifeboats, and that you should inform the Chief Ship Surveyor of the result of your proceedings.

Very truly yours,
The Secretary.

Enclosed for you are two copies of the Rules, and a copy of the Chief Ship Surveyor's report on the vessel.

I am, Sir, very respectfully,
Your obedient servant,
The Secretary.

