

ENCLOSURES. 19th August, 1947.

Dear Sirs,

With further reference to your airletter of the 14th ultimo respecting "victory" ships owned by the India Steamship Company, I have to acquaint you that the steamers "INDIAN NAVIGATOR" and "INDIAN SHIPPER" have now been dealt with, and the following classes assigned:-

"INDIAN NAVIGATOR"

100A1 with Docking Date L.An 5,47 and notations S.S. L.An 5,47, LMC 5,47, TS 4,47, "fitted for oil fuel, F.P. above 150°P".

The class is subject to tunnel watertight door being altered to comply with the Rules at the first opportunity, and to a bower anchor being supplied at the end of the present emergency.

In this case, the Los Angeles Surveyors are being requested to state as soon as possible whether the feed water system to the main boilers is in accordance with the Rules, especially as regards the provision of two separate feed systems and the fitting of feed water regulators.

"INDIAN SHIPPER"

100A1 with Docking Date L.An 5,47 and notations S.S. L.An 5,47, LMC 5,47, TS 3,47, "fitted for oil fuel, F.P. above 150°P".

The class is subject to tunnel watertight door being altered to comply with the Rules at the first opportunity, and to a bower anchor being supplied at the end of the present emergency.

I would add that, in the case of the "INDIAN TRADER" ex "NORWAY VICTORY", referred to in my letter of the 25th ultimo, a bower anchor also requires to be supplied at the end of the present emergency.

This covers the details of classification of the the six vessels enumerated in your letter, and I have pleasure in enclosing herewith First Entry Classification

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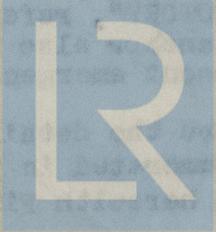
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Certificates for the vessels in question, namely, "INDIAN NAVIGATOR", "INDIAN SHIPPER", "INDIAN TRADER", "INDIAN PIONEER", "INDIAN EXPORTER", "INDIAN MERCHANT", which I shall be glad if you will be good enough to transmit to the Owners.

Yours faithfully,

Clerk to the
Classification Committee.

The surveyors,
CALCUTTA.



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