

ATLANTIC STEAM NAVIGATION CO LTD  
Craig's Court House, 25 Whitehall,  
London, S.W.1.

24th January, 1958.

Classification of ex-Admiralty L.S.T.s.

s. "EMPIRE CURLEW" "EMPIRE FULMAR" "EMPIRE GANNET"  
"EMPIRE GREBE" "EMPIRE GUILLEMOT" "EMPIRE GULL"  
"EMPIRE KITTIWAKE" "EMPIRE PETREL" "EMPIRE PUFFIN"  
"EMPIRE SHEARWATER" "EMPIRE SKUA" "EMPIRE TERN"

We refer to your letter of the 14th March, 1957 under the  
ding, and would advise you that we have now received instruc-  
n the Ministry of Transport to proceed further with the  
ry arrangements for having the vessels classed with your

As the first step it has been proposed that arrangements are  
repare seven vessels for survey, namely - "EMPIRE SKUA",  
JLMAR", "EMPIRE GANNET", "EMPIRE GULL", "EMPIRE KITTIWAKE",  
ETREL" and "EMPIRE GUILLEMOT". The first three vessels named  
EMPIRE SKUA", "EMPIRE FULMAR" and "EMPIRE GANNET" are avail-  
ne United Kingdom, and we propose shortly, to make  
nts to have each of these vessels placed in drydock at Tilbury,  
inary hull inspection, allowing two or three days for each  
When these arrangements have been made we would request your  
to report on the general condition of the hull and external

Following upon your Surveyor's report at this initial  
n, a decision would be made with regard to a full survey as  
in your letter of the 14th March, 1957, the conditions being  
erstood. There are, however, one or two points which we would  
aise with you at this time.

"EMPIRE SHEARWATER"

We do not quite understand your reference to this vessel,  
state was built under British Corporation survey, 100Al "For  
n the Mediterranean and East Coast of Africa" in association  
eeboard corresponding to a summer moulded draught of 12' 2½".  
st of our knowledge the ships were built for Government  
H.M.S.), and at this time no limits were stipulated. The  
HEARWATER" was formerly H.M.L.S.T. "3033".

Again referring to the first paragraph of your letter -  
"EMPIRE PETREL"

This vessel was formerly H.M.L.S.T. "THRUSTER" and is similar  
and the machinery type of engine - triple expansion. We  
efore, of the opinion that with regard to this vessel you have  
your particulars from another vessel bearing the same name.

Equipment

We specially request your advice with regard to the anchors  
s which are common to all L.S.T.s. The present equipment of

Two bow anchors and one stern anchor.  
225 fathoms 1½" chain cable.

We would please request that the anchors and cables at present  
to these vessels are accepted on the ruling we have received  
u in a letter dated 11th August, 1955, where you stated that  
areful consideration had been given to our letter of 22nd July,  
egarding the equipment, and in all the circumstances it had been  
to allow the complement of equipment on board this and other  
vessels, to remain undisturbed.

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e figure '1' for equipment would, however, continue to be  
om their Class in the Register Book.

would much appreciate your early reply to this letter to  
o be in a position to make all the necessary arrangements.

Yours faithfully,

For ATLANTIC STEAM NAVIGATION CO.LTD.

(Sgd) Marine Superintendent.

y,  
ster of Shipping,  
Street,  
3.



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