

Lloyd's Register of Shipping

TELEPHONES:

Office - 8881
Home - ~~8022~~
8070



c/o GEO. F. HUGGINS & CO., LTD,
PORT-OF-SPAIN,
TRINIDAD, B.W.I.

REFERENCE: JCC:IM

22nd September, 1949.

The Secretary,
Lloyd's Register of Shipping,
71, Fenchurch Street,
London E.C.3.,
ENGLAND.

RECEIVED

26 SEP 1949

AN8D.....

Dear Sir,

Reference your letter of 18th August, 1949, in connection with the alterations for converting S.S. "IERE" from a tanker to a cargo vessel, I enclose herewith a drawing which I have received from the new Owners.

Despite my efforts to the contrary, the Owner insists that this drawing is the best he can do. I boarded the vessel recently and the following is an outline of the alterations he has in hand:-

NO.1. TANK. Deck cut away and hatchway 12'0" x 12'0" with coaming 1/4" thick x 28" high fitted. The centre bulkhead is intact and is cut away below deck in way of hatch for depth of approximately eight inches.

NO.2. & 3 TANKS. Deck cut away and hatch-way 20'0" x 12'0" with coaming 1/4" thick and 28" high fitted, similar to No.1. Centre bulkhead and bulkhead between Nos 2 and 3 Tanks have been cut away in way of hatch.

PUMPING ARRANGEMENT. Owner proposes using existing oil cargo line on port side as bilge line and Starboard oil cargo line has been cut out. He also proposes using the pumps in pump-room as a bilge pump.

CARGO HOLDS. Owner proposes carrying dry cargo in forward hold, No.1. Tank, and Nos 2 and 3 Tanks (the latter two are now common) Cargo will also be carried in summer tanks.

I have already pointed out to the Owner of the vessel that the hatch coamings do not comply with Regulations whether he intends maintaining her class or not and neither a seaworthy Certificate or Load Line Certificate could be granted under those circumstances.

You will recall that this vessel has a notation in the Register Book of "Laid up pending Survey and Repairs" and of course would not be allowed to leave this Port until minimum repairs necessary for her seaworthiness were carried out. Apart from the

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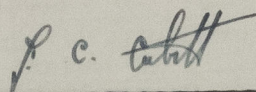
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the above mentioned hatchways very considerable repairs are necessary to floors, beam knees, intercostals, thwartship beams, Starboard side shell plating etc., as outlined in my previous reports.

The Owner further informs me that he would like to keep this vessel in Class if possible.

I shall be very glad for your advice and comments on above, as soon as possible, preferably by air mail.

Yours faithfully,



JC. CUBITT?

Surveyor to Lloyd's Register of Shipping.



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^{+ Edg.}
Referred to the Chief Ship Surveyors.
Referred to the Chief Ship Surveyor
(Freeboard)

RS

Also for Mr. ^{Dennis}~~Shadden~~ to note.

*Early reply
requested*



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