

COPY

LLOYD'S REGISTER OF SHIPPING

71, Fenchurch Street, London, E.C.3

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Telephone: 01-709 9166
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17th September, 1968

B
RAB/JLC

Dear Sirs,

S.S. "RACCALIERI", "BAR HAVEN",
"BURGO", "CADO STRAI",
"HOB WEN BAKER", "SPRINGDALE"

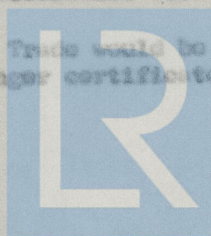
with Sacchini

I duly received your letter of 18th July, and would inform you that the above vessels were built by Messrs. Fleming & Ferguson between 1936 and 1948 and classed global "Strengthened for navigation in ice" and the class was withdrawn in September 1968, "NORTHERN BAKER" in September 1969, at the Owners request.

For reclassification of the hull, the following will require to be carried out:-

1. The full requirements of Special Survey (D) including thickness determination of shell and deck plating.
2. Any major repairs, structural alterations which have been effected since the ships were disclassified should be specially examined to ascertain the character of the workmanship and confirm that the materials used are in accordance with the Rules.
3. Full particulars of the equipment on board, including weights, tests and condition of anchors, also length, diameter, tests and condition etc. of chain cable to be furnished for consideration.
4. The arrangements for fire protection, detection and extension, means of escape, communication etc. to be examined in accordance with the Rules.

The Board of Trade would be responsible for the issue of any necessary passenger certificates, if the ships are to be British Registered.



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With regard to the machinery, the following will require to be carried out:-

1. The full requirements of engine survey (including examination of spare gear), boiler, screwshaft and steampipe surveys.
2. Any major modifications, alterations or additions to the machinery installations to be fully reported upon.
3. Any condition of class existing prior to disclassing to be dealt with and emergency fire pump to be examined under full working conditions. (At the time of disclassing the "Northern Ranger" was subject to the main engine thrust block being examined by the end of April 1969).
4. When the foregoing requirements have been dealt with satisfactorily the notation #LMC will be re-instated in the Register Book with the appropriate ES, MBS and TS records.

I think it well to add that it would appear likely that considerable alterations may be necessary to the electrical installation and pumping and piping arrangements to reach the standard of safety (to that) required by the present Rules.

Yours faithfully,

Classification Manager.

Robert Maccoun Esq.,
1 Smith Square,
LONDON, S.W.1.



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