

23rd November, 1956.

TRIESTE.

"VULCANIA" I shall be glad to receive a reply, by return, to my Classing Letter of the 28th September.

"BARADA" Before your report No.14483 receives the consideration of the Committee I would draw your attention to the Secretary's letter of the 15th August, 1955, addressed to Messrs. "Mert" Quality Control Co. Ltd., a copy of which was sent to you, in which it is stated that the ship will be eligible to be classed A1 "For harbour towing service". Having regard to your recommendation that the class ~~100A1~~ "For towing services in the Mediterranean"/ <sup>be assigned</sup> your comments by return are desired.

Please also furnish the certificate in respect of the sternframe and let me know the rise of floor.

The plans for the ship are enclosed for endorsement to the effect that they are verified copies of the approved plans and have been amended to show the ship as built and as stated in the General Declaration on Page 3 of your Rpt.1 and in accordance with "Instructions to Surveyors" Part 2a 1950 and Circular No.1962. Confirmation is also desired of the reported size of the emergency bilge suction in the engine room as a suction of 225 mm. is not shown on the approved plan. I would also point out that the first and last dates of survey should be shown on your reports.

14470 "CAPO FARO" This ship has to-day been classed ~~100A1~~, together with the appropriate notations recommended by you.

I shall be glad to learn whether a notice board has been fitted at the Control Station in accordance with the Secretary's letter of the 7th February, 1956, as no mention of this is made in your report.



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