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6th September 1949.

Yours faithfully,

Dear Sir,

I am in receipt of your letter of the 2nd instant respecting the Steamer "MARKAB", and note your remarks regarding the proposed conversion to oil fuel.

As regards the grounding which is reported to have taken place on the Goodwin Sands on the last voyage, it will be incumbent upon you to make the customary examination of the vessel, her machinery, steering gear, windlass etc., in order that you may ascertain whether everything is in an efficient condition, whether any damage has been sustained, or whether there is any evidence of leakage. As a result of this inspection, you will be in a position to express an opinion to the Owners as to the necessity of recommending a further examination in drydock.

I think it well to add that before a notation of "Fitted for oil fuel" can be assigned, the oil tanks will require to be tested and facilities afforded for

P.T.O.

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the satisfactory external examination of the structure
in way of these compartments when they are under
pressure.

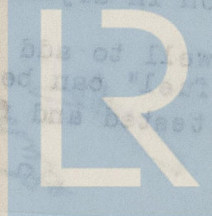
Yours faithfully,

Dear Sir,

Clerk to the
Classification Committee.
Your remarks regarding the proposed conversation to
oil fuel.

As regards the groundings which is reported
to have taken place on the wooden tanks on the last
voyage, it will be incumbent upon you to make the
customary examination of the vessel, in order that you may
ascertain whether everything is in a satisfactory condition.
Whether any damage has been sustained, or whether there
is any evidence of leakage. As a result of this
inspection, you will be in a position to express an
opinion to the Owners as to the necessity of recommending
a further examination in drydock.

I think it well to add that before a notation
is entered for oil fuel, the oil tanks
will need to be tested and facilities allowed for
P.T.O.



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Related to the Oil Fuel Tanks Survey
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